Library, Supreme Court

Business Manager.

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HONG KONG & SHANGHAI HOTELS, LTD.
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The China Mail
ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11¼d.

BUILT FOR THE JOB!
DUNLOP
Local Branch. Pedder Bldg. Tel. 24554.

No. 27,826 HONG KONG, THURSDAY, JUNE 18, 1931. PRICE $3.00 Per Month.

PHILATELY IN COURT

ALLEGED FORGERY OF STAMPS.

2 MEN CHARGED

DEMONSTRATION BY AN EXPERT.

The Chief Justice, (Sir J. H. Kemp, K.C.), and the jury, were for the nonce interested students of philately at the Criminal Sessions this morning, when two Chinese, To Luk and Fung Chaupun, appeared in the dock charged with (a) Possession of 240 forged stamps, purporting to be Hong Kong Bills of Exchange Stamps, of $10 each; and (b) The uttering of certain forged stamps at the Kum Toi Hotel, Yaumati, on May 19 last.

A separate charge was made against second prisoner, To Luk, of uttering forged stamps on May 17, and knowingly selling ten forged stamps.

Mr. Somerset Fitzroy conducted the case for the Crown, and Mr. Hin-shing Lo appeared for second defendant. Both prisoners pleaded "Not Guilty" to all the charges.

Hong Kong Law!

Before the jury was sworn in, Mr. Fitzroy said that he intended to proceed with the second charge first of all. He went on to explain the framing of the indictments in terms of the Hong Kong Ordinance.

Mr. Lo contended that the sections of the Ordinances under which the indictments were made against his client were apparently contrary to the spirit of the Home Act. "If this case occurred at Home," he said, "or let us say a similar case, no action would be brought."

His Lordship: What has the law of England got to do with it? We are dealing with the law of Hong Kong.

Mr. Lo: If Your Lordship takes that view then I have no more to say.

Case Outlined.

Mr. Fitzroy, opening his case, said that on May 17 last, a certain man, who would be called to give evidence, and whose name was Lai Pui-lam, got into touch with the No. 1 prisoner. After they had tea together, a conversation followed with regard to certain stamps. The question was raised as to whether the No. 1 prisoner could supply them.

Eventually this man agreed to produce specimens of the stamps in question. He was prepared to sell or dispose of similar stamps. Accordingly it was agreed that they meet in Yaumati in the evening.

When the men met at night the No. 1 prisoner seemed a little suspicious. They, therefore, adjourned to another tea-house, and later met the second prisoner in the street. After a conversation, the No. 1 man came back with ten stamps, which, after some discussion, changed hands for $23. Lai, when asked to buy more, made the excuse that he wished to show them to his master.

Big Deal Arranged.

Next morning Lai met the first prisoner, by arrangement, outside Sincere's. He told prisoner that his master would take 200 more stamps, if they were good ones. An arrangement was made to meet the same evening in the Kum Toi Hotel, in Yaumati.

Lai, therefore, took a room at the hotel that night. Another man, representing "the master" came with him. About 6.45 p.m. both prisoners arrived. They left the room temporarily after a short conversation. When they returned, the man posing as "the master," took over a parcel from the first accused, and he and the second accused adjourned to the verandah to inspect the contents. Lai then gave a pre-arranged signal, and Police officers effected the arrest of both prisoners.

"The very important thing is," said Mr. Fitzroy, "whether these stamps are forged, and if so, did these prisoners know? The Superintendent of the Stamp Office will explain what genuine stamps should be like, as regards water marks, gum, and perforations. The main evidence as to guilty knowledge will be that the prisoners offered them for sale."

Expert Evidence.

Mr. Crawley, Superintendent of the Stamp Office, was then called, and samples of stamps handed up to him. The outstanding feature of genuine stamps of this kind, he said, was the watermark, a Crown with the letters "C.A." (meaning Crown Agents). The paper was similar for all such stamps. As to the perforations, the rectangle surrounding the imprint should contain 86 in all. When the stamps were overprinted "B.E." that meant they were used for Bills of Exchange.

His Lordship: There are 250 stamps in this case?

Mr. Fitzroy: Yes, my Lord. One lot of 240, and another of ten.

Witness went on to say that he had examined the block of stamps (ten in number) handed up to him. The paper was ordinary commercial paper. It bore the trade mark of a commercial firm. There was no Crown and C.A. waterwork. Also the gum on the back was different. It was thicker and not so regularly laid on, and also more opaque than that on genuine stamps.

Definitely Forged.

Can you definitely say whether they are genuine or forged?—I can say unhesitatingly that they are not Government stamps. They are definite forgeries. That is, the ten in question.

His Lordship remarked that the depositions showed that the ten stamps in question were in two blocks of eight and two respectively. Now a block of ten and a block of two had been produced!

Mr. Fitzroy suggested that there might have been an error. At any rate there was no block of eight in existence.

At the direction of His Lordship, Mr. Crawley then re-examined the twelve stamps, and unhesitatingly pronounced them not genuine. The perforations on the genuine stamps, he added, were slightly smaller.

His Lordship: There does not seem to be much question as to the question of genuineness.

How Many Issues?

Cross-examined by Mr. Lo, witness said he did not know how many issues of such stamps had been made since the Coronation of George V.

Would you expect to find variations in the perforations of different issues?—I should say not. Of

(Continued on Page 6)

COOLIE DEFENDS A EUROPEAN LADY.

Bag Snatched from Mrs. Instone Brewer.

CHINESE COMMENDED.

Lo Chung, a coolie employed by the Peak Tramway Company, was commended by Mr. Williams in the Central Police Court this morning for his bravery in going to the assistance of Mrs. Instone Brewer, who had her bag snatched whilst walking in Bowen Road at five o'clock yesterday afternoon. The culprit, Lam Kam, was charged with larceny and assault.

For the prosecution, Det.-Sergt. M. Naughton said that Mrs. Brewer was walking along Bowen Road near the Military Hospital when the prisoner came up from behind and grabbed her handbag, at the same time pushing the lady down. Mrs. Brewer pursued her assailant who, on running away, threw some papers out of the bag. He stopped and indicated to his pursuer that he had not stolen the bag. However, Mrs. Brewer kept on chasing him until Lo Chung finally caught hold of the culprit. A struggle ensued but with the assistance of Mr. A. Andrews, chief inspector of the Peak Tramways, who came on the scene, the thief was held fast.

Accused was unemployed and had been in Hong Kong for about two months.

Mr. Williams regarded the snatching and pushing as one act, and he dismissed the charge of assault. On the charge of larceny, prisoner was sentenced to 10 months' hard labour with 18 strokes of the birch.

AID FOR PEASANT CULTIVATORS.

£10,000,000 to Be Raised for Assistance.

REPAYMENT OUT OF PROFITS.

Rugby, Yesterday.

Referring in the House of Commons to-day to the scheme for an International Agricultural Mortgage Credits Company, which arose on a discussion of the Commission of the European Union, the Foreign Secretary, Mr. Arthur Henderson, said that its purpose was to make loans on mortgage through the Central Banks to peasant cultivators in Central and Eastern Europe and, in particular, to assist them to change over from wheat growing to other forms of agricultural production.

It was hoped to raise £10,000,000 in various financial centres of which £1,000,000 would be issued at the outset. In addition, a special reserve fund of £1,000,000 would be set up to which all Government's parties to the convention would contribute.

The British share would be about £126,000.

It was proposed this reserve should be deposited with the Bank of International Settlements and should bear interest and in due course be repaid out of the Company's profits.—British Wireless Service.

ANOTHER VICTIM OF STAUNTON ST. FIRE.

Woman Succumbs to Her Injuries.

DEATH-ROLL 16.

The terrible fire at 35 Staunton Street which occurred shortly after nine o'clock on the night of June 10, has claimed one more victim in Lee Shui-mui (19) of 42 Tung Street, who died from her injuries in the Government Civil Hospital at 4.25 o'clock this morning. This brings the death roll total to sixteen.

It will be recalled that four female inmates of the blazing building made an attempt to escape from an upper floor by jumping into the street below, but all were severely injured. Two women died on the journey to hospital, only two surviving, these being Wong Siu-lin (19), and the deceased. Both were in a very serious condition.

An enquiry into the fire is being held in the Central Magistracy commencing at 2.15 p.m. to-day. Mr. W. Schofield will sit as Coroner and there will be a special jury empanelled.

AUSTRALIA TO MEET HER LIABILITIES.

£5,000,000 to Be Shipped to Britain.

ONLY TWO DISSENTERS.

Canberra, Yesterday.

With only two dissentients the House of Representatives to-day passed a Bill to ship £5,000,000 gold to London to meet immediate Australian liabilities.—Reuter.

[A Melbourne message on June 16 stated that the Australian Commonwealth Government has decided to introduce legislation authorising the shipment of £5,000,000 in gold to meet the Treasury Bills which mature in London at the end of June. It is understood that the measure will empower the Treasurer to ship any portion of the gold reserve, which now amounts to £15,000,000.]

B.B.C. TO BROADCAST TO HONG KONG?

To Relay Programmes to the Colonies.

BEING STUDIED.

Rugby, Yesterday.

It was stated in the House of Commons to-day that the scheme for broadcasting programmes to British Colonies and Protectorates recently submitted by the British Broadcasting Corporation is being studied by the Government.—British Wireless Service.

CHINESE FATHER RUNS AMOK.

Distressed at Loss of His Son.

DROWNED WHILST BATHING.

Choi Sam, aged 52 years, on learning that his son, Choi Yuen (11), had been drowned, ran amok on the first floor of 31, Wing Fung Street. Taking hold of a three-cornered file dagger he is stated to have inflicted stab wounds in various parts of the bodies of three males, Hin Yat (37), Yeung Hoi (45), and Yeung Hin (38), who were removed to the Government Civil Hospital. The amok has been sent to the Mental Hospital for observation.

Got Out of Depth.

From a Police report, it appears that the bodies of two Chinese boys, Choi Yuen (11) of 31 Wing Fung Street, and Lai Ting-ching (14) were found drowned in the harbour off the Praya wall near Fenwick Street. The lads had apparently been swimming, and the younger of the two got into difficulties and went out of his depth. His comrade, who could swim a little, went to his assistance, but was unfortunately dragged down.

POSEIDON FUND.

The *China Mail* was informed shortly after noon to-day by Mr. S. A. Arthur, Hon. Treasurer of the Navy League Poseidon Fund, that to-day's collections aggregated $3,704. The total amount collected to date is $22,929.70.

SHOWERY AT FIRST.

The Royal Observatory's weather report to-day states:

A feeble anticyclone is central over N.E. Japan.

The depression to the N.W. of Hanoi is unchanged.

A depression has formed to the West of Shanghai.

Forecast:—Southerly winds, moderate, squally; showery at firs, improving later.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day, 0.48 inch. Total since January 1—29.15 inches against an average of 32.51 inches — deficit 3.36 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	82
Macao	81
Pratas Island ...	81
Manila	79
Foochow	81
Chefoo	69
Shanghai	70

STOP PRESS

London, Yesterday.

Will July 16 be the occasion of an "interesting Royal announcement?" The New Chronicle suggests that this question is being asked in connection with the announcement that *Their Majesties* are giving the first ball for seven years on that date.

A severe indictment of the policy of the leading banks, including the Bank of England, will be the central feature of the report of the committee on finance and industry, headed by Lord Macmillan, according to the Daily Herald, in a forecast of the Committee's report which declares that the Bank could immediately substantially improve trade by making credit more easily available by increasing the amount of monetary circulation, and urges that this policy should be carried out in co-operation with the American Federal Reserve Board and other great central banks.—Reuter.

FINANCES OF THE UNIVERSITY.

£265,000 from Boxer Indemnity Fund.

LOCAL GOVERNMENT'S GRANT.

In the annual report of the University, signed by Sir W. W. Hornell, Vice-Chancellor, it is stated at the end:—

Since the close of the year under review the University has received from the Chinese Indemnity a sum of £265,000 which having been invested in London should bring in an annual income of about £12,000. But the salaries anomaly can not be equitably adjusted and the University's continuance on a possible financial basis assured, unless the increased annual grant from Government be not only retained but guaranteed. It is impossible to conduct a University on an income which is liable to serious annual fluctuations. The financial difficulties of Government are appreciated. But the handicap to British influence and trade in China, inseparable from the very small part which graduates from British Universities are playing in the administration and development of the country is also beginning to be realized. A contribution for the University from the China Indemnity was persistently demanded by the Government of Hong Kong. Now that the contribution has come—not the contribution asked for, but still a substantial endowment—it would be unfortunate were the effect of that contribution either partly or wholly neutralized by the reduction of the Hong Kong Government's annual subvention.

The outstanding event of the year under review was the increase of the Government annual grant to the University from $50,000 to $350,000. The terms on which the grant was given are:—

(a) The total grant of $350,000 to be made on account of 1930.

(b) The increased grant to be used in the first place to balance the University budget to the close of 1930 on the basis of existing salaries.

(c) The University to produce a modified scheme of revised salaries for both its sterling and dollar paid servants which would bring the cost of the revision within the surplus left from the grant after balancing the budget and leave a reasonable margin for eventualities.

(d) The grant to be subject to revision annually in the light of the exchange conditions then prevailing.

(e) The increased grant not to be conditional on reimbursement from Boxer Indemnity funds.

On receipt of the enhanced grant the Council appointed a committee consisting of Mr. Paul Lauder, the Vice-Chancellor, Hon. Mr. S. W. Tso, Mr. John Fleming and Prof. Middleton Smith to consider the formulation of a modified scheme of revised salaries for the University Staff.

The Committee recommended (Mr. John Fleming dissenting) that the sterling salaries should be raised by 12½ per cent. as from January 1, 1930. It was stipulated that sterling salaries should be paid at 1/3d. which was to be regarded as a minimum rate, that is, if the rate of exchange were to fall below that figure, the salaries nevertheless would be calculated at 1/3d.

The Committee also recommended that sterling salaries should be paid at 1/3d. and continue to be paid at that rate so long as the sterling equivalents of the dollar salaries were not greater than the sterling salaries suggested in the University Committee's Report calculated as laid down in that Report at the average current rate of exchange for the month as determined by the Colonial Treasurer or at exchange 2/- whichever is less. The Committee added as a proviso that when, and so long as the sterling equivalents of the dollar salaries paid reach the sterling salaries suggested in the University Committee's Report, those salaries should automatically form the basis of pay and should be paid as provided in that Report.

The Committee also recommended that the rate of exchange of 1/3d. should be considered a minimum and that if the rate of exchange fell below that figure the salaries should nevertheless be calculated at exchange 1/3d subject, always to the proviso mentioned in the preceding paragraphs.

The Committee also recommended that the salaries of the dollar paid employees of the University should be increased by $7,032 a year.

The scheme was accepted and sanctioned by the Council and the Court of the University as the best possible temporary solution of the salaries problem pending the receipt of further funds.

Then the value of the dollar rapidly sank to below one shilling. When the dollar fell to 1/1.1/8 the 12½ per cent. increase was wiped out. Ever since the dollar has been below that figure the members of the staff on sterling salaries have been drawing actually fewer dollars than they would have drawn had the 12½ per cent. increase not been allowed them.

Sterling Salaries of Staff.

The report states, inter alia:

FAREWELL TO H.M. DOCKYARD.

Quartette of Interesting Presentations.

CEREMONY IN CLUB.

A quadruple ceremony was performed in the Dockyard Recreation Club yesterday evening when farewell presentations were made to Mr. S. Stacey, C.C. Department, Mr. L. Faulkner, C.E. Department, Mr. E. G. Canniford, E.A. Department, and Mr. C. D. Bartlett, Stores Department, on the eve of their sailing for Home on the completion of their respective terms of office. Mr. W. Bickford made, as usual, an ideal Chairman, briefly reviewing the abilities and careers here and in other parts of the world of the departing members.

Mr. W. H. Wallond, R.C.N.C., Acting Chief Constructor, alluded to Mr. Stacey's qualifications as a draughtsman and his harmonious relations with his colleagues in his own and other departments. In presenting him with a gold watch and a set of golf cuff links he trusted that he would be reminded whilst at Home of the pleasant years he had spent in this Colony.

Admiralty's Interests.

Commander (E) J. H. P. Southby alluded to Mr. Faulkner's work as having been particularly pleasing to the Engineer Officers on the destroyers, whilst in other directions he was ever ready to give of his best in the interests of the Admiralty generally. On behalf of his colleagues he presented him with a silver tea service of Chinese dragon design.

Mr. W. G. Trice, Deputy Expense Accounts Officer I/C, referred to Mr. Canniford's work in his department here during the past four years and expressed regret at his departure. His relations with his colleagues in his own and other departments had always been most cordial. In wishing him an equally happy time at Sheppey and presenting him with a pair of binoculars he said that he had no doubt that Mr. Canniford would be scanning the horizon for a glimpse of the liners going and returning from Hong Kong.

Messrs. Stacey, Faulkner, and Canniford suitably responded.

"At the Piano."

The Chairman thereafter presented Mr. Bartlett with a silver cigarette case of Chinese design in recognition of his services to the Club at the piano. His departure would be much regretted by all connected with the social life of the Club.

Mr. Bartlett humorously replied.

A musical programme was contributed by Mr. Bartlett (piano), Mr. Stacey (violin), and Mr. A. H. Anniss (solos), and the proceedings were brought to a close with the singing of "Auld Lang Syne" and the National Anthem.

The four gentlemen who were honoured with presentations sail for Home on Saturday by the P. & O. s.s. Ranpura.

CLUB BURGLARY.

The premises of the Kowloon Golf Club at Kowloon City were broken into by thieves shortly before midnight last night.

The haul comprised golf balls, bottles of liquor, and a quantity of cigarettes, to the total value of $116.

SOLDIER AT THE ASSIZES

ALLEGED ATTACK ON WOMAN.

WAS SHE KICKED?

EVIDENCE FOR THE PROSECUTION.

Private Alexander Paddam, of the Argyll and Sutherland Highlanders, this morning claimed trial before the Puisne Judge (Mr. Justice Lindsell), at the Assizes, on charges of alleged robbery with violence; and common assault.

The following were called to serve on the jury: Messrs. L. G. Scott (foreman), F. X. Gomes, H. P. Rees, Mak Kam-yuk, Lee Kwok-yan, F. J. Tavares, and P. A. Yvanovich.

Particulars of offences were read out to the accused as under:—

(1) that he on May 18, at Yaumati, robbed a married woman named Wong So-lin of $6 in money and a handkerchief, and either at the time of the robbery, or immediately before or after, he used personal violence on the woman; and

(2) that he on the same date and at the same place committed common assault on the woman.

Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, conducted the case for the Crown. The accused was not legally represented. An officer of the regiment sat on the bench with the Judge.

Request Not Unusual.

Before proceeding with the case, Mr. Whyte-Smith asked permission for the accused to sit down.

His Lordship asked if there were any particular reason for the request.

Mr. Whyte-Smith said that in previous months such permission had been given by the Chief Justice. It had come into force lately and he was merely following procedure in making his application.

His Lordship: I have no objection.

Duty of the Jury.

In opening his case, Mr. Whyte-Smith reminded the jury that the two charges preferred against the accused related to one and the same incident and were, therefore, alternative charges and he could not be convicted of both. It was for the jury to decide which offence accused was guilty of.

After putting in plans of the vicinity of the alleged attack on the woman, Counsel proceeded to outline the case. He said that the complainant, Wong So-lin, was a married woman living in Yaumati. On May 18, at about 9 p.m. she was at the junction of Nathan and Gascoigne Roads. She had in her hand a handkerchief in which was $6, comprising a $5 note and a silver dollar.

She was examining her money when suddenly the accused and another man, both in Highland uniform, came up from behind and the accused snatched the handkerchief and money. She remonstrated with the men and was struck in the face. She fell and was kicked. The soldiers *then proceeded in the direction of* Mongkok, crossing Nathan Road diagonally. The complainant followed and was again struck or kicked.

Crowd Gathered.

A crowd gathered. Some one handed a Police whistle to the complainant and she followed the two soldiers, blowing it. It was curious that for some considerable distance along Nathan Road, in the direction of Mongkok, they did not fall in with any Police.

"Something White."

Arrived at a point between Nelson Road and Shantung Street, about two blocks beyond the Orient Tobacco Factory, the accused handed something white, probably the woman's handkerchief with money, to his com-

(Continued on Page 6.)

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling ..... £ 6,500,000
Silver $10,000,000
Reserve Liability of Proprietors $30,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:—
Hon. Mr. C. G. S. Mackie, Chairman.
Hon. Mr. J. J. Paterson, Deputy Chairman.
Hon. Mr. H. Bell, T. E. Pearce, Esq.
A. H. Compton, Esq. J. A. Plummer, Esq.
R. Lander Lewis, Esq. T. H. B. Shaw, Esq.
G. Miskin, Esq. J. P. Warren, Esq.
Chief Manager.
V. M. Grayburn, Esq.

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CALCUTTA	MUAR (Johore)
CANTON	MUKDEN
CHEFOO	NEW YORK
COLOMBO	PEIPING
DAIREN	PENANG
FOOCHOW	RANGOON
HAIPHONG	SAIGON
HAMBURG	SAN FRANCISCO
HANKOW	SHANGHAI
HARBIN	SINGAPORE
HONGKEW	SOURABAYA
ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
KOWLOON	YOKOHAMA
KUALA LUMPUR	

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 28th February, 1931.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN, Chief Manager.

Hong Kong, 16th July, 1930.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Subscribed Capital ..Frs. 72,000,000.00
Paid-Up Capital ...Frs. 68,400,000.00
Reserve Funds Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
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Canton	Nam-Dinh	Singapore
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Fort-Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondichery	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
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Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. BONNAUD, Manager.

Hong Kong, 1st May, 1931.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund ..... Yen 115,000,000

Head Office:—YOKOHAMA.

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Alexandria	Manila
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Honolulu	Shimonoseki
Kai Yuen	Singapore
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Lyons	Tsingtau

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
H. MORI, Manager.

Hong Kong, 11th April, 1931.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

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AMRITSAR	KUCHING
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CALCUTTA	NEW YORK
CANTON	PEKING
CAWNPORE	PENANG
CEBU	RANGOON
COLOMBO	SAIGON
DAIREN (Dalny) South Manchuria	SEMARANG
DELHI	SEREMBAN
HAIPHONG	SHANGHAI
HAMBURG	SINGAPORE
HANKOW	SITTAWAN
HARBIN (N. Manchuria)	SOURABAYA
HONG KONG	TAIPING (F.M.S.)
ILOILO	TAVOY
IPOH	TIENTSIN
KARACHI	TOKYO
KEDAH	TONGKAH (Bhuket)
KOBE	TSINGTAO
KUALA KANGSAR (Perak F.M.S.)	YOKOHAMA
	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

J. STUART, Acting Manager.

Hong Kong, 28th May, 1931.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits ..U.S.$226,037,392

Branches in:—

ARGENTINE	LONDON
BELGIUM	MEXICO
BRAZIL	PANAMA
CHILE	PERU
CHINA	PHILIPPINE ISLANDS
COLOMBIA	PORTO RICO
CUBA	STRAITS SETTLEMENTS
DOMINICAN REPUBLIC	URUGUAY
INDIA	VENEZUELA
ITALY	
JAPAN	

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.
We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco and Spain and also of The National City Bank of New York (France), S.A., in Paris and Nice.

F. McD. COURTNEY, Manager.

Hong Kong, June 16, 1931.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital .....U.S.$6,000,000
Surplus .....U.S.$1,572,454
Reserves .....U.S.$1,908,209

BRANCHES:—

Amsterdam	Genoa	Nice
Antwerp	Glasgow	Naples
Athens	Havana	Piraeus
Basle	Hamburg	Paris
Berlin	Havre	Penang
Biarritz	Interlaken	Peking
Bombay	Jerusalem	Palermo
Bremen	Lido	Rotterdam
Brussels	London	Rome
Buenos Aires	Liverpool	Stamboul
Cairo	Lucerne	Shanghai
Calcutta	Lugano	Southampton
Cannes	Luxor	Singapore
Colombo	Marseilles	St. Moritz
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Resources ..Over U.S.2,500,000,000

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(Established 1917.)

HEAD OFFICE:—SINGAPORE.
Hong Kong Branch: 13, Queen's Rd. C.

Authorised Capital Straits $20,000,000
Issued Capital .... " 8,000,000
Paid-up Capital ... " 4,000,000
Reserve Liabilities of Shareholders . " 4,000,000
Surplus ..... " 2,626,000

Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

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Hong Kong Office:—11, Queen's Road Central.

Authorised Capital ..... Guilders 120,000,000 (£12,500,000.)
Paid-Up Capital ..... Guilders 90,080,008 (£9,969,270)
Reserve Fund ..... Guilders 40,015,000 (£9,834,587)

Head Office:—AMSTERDAM
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjarmasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djambee, Djokjakarta*, The Hague*, Jaddah, Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Poutianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Sourabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world
Banking business of every description transacted.

A. STOKKINK, Manager.

Hong Kong, 15th August, 1930.

THE BANK OF CHINA.

中國銀行

Reorganised October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-Up Capital $24,710,200.00
Reserve Funds .....$ 3,820,503.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchanges.
We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, 5th March, 1931.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) $11,000,000
Paid-Up Capital 8,665,600
Reserve Fund 1,100,000

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LONDON BANKERS:—
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in all principal cities of the World.
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LOOK POONG SHAN, Chief Manager.

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(TAIWAN GINKO.)

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Incorporated by Special Imperial Charter, 1899.

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FORMOSA:—Giran, Kagi, Karenko, Kaelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Hoito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.
LONDON BANKERS:
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The Bank has Correspondents in all the principal Commercial Centres throughout the world.

K. NAGURA. Manager.

HONG KONG BRANCH:
3, Des Voeux Road Central.
Hong Kong, 19th January, 1929.

THE BANK OF EAST ASIA, LTD.

Established 1918.
HEAD OFFICE:
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HONG KONG.

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Total Resources ..... over H.$30,000,000.00

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KAN TONG PO, Chief Manager.

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DEPRESSED TRADING CONDITIONS.

Whiteaway, Laidlaw & Co., Ltd.

The twenty-third annual general meeting of Whiteaway, Laidlaw and Co., Limited, was held on May 12 at the offices of the company, 5, Cripplegate Buildings, London, E.C.

Mr. Mence Wilkinson (the chairman and managing director) presided. The chairman said:—The accounts we are asking you to adopt to-day cover a period of serious depression and difficulty. None of the countries in which our business is carried on has escaped, and, in common with practically every other business operating in the Near and Far East, the results of the year's trading are unsatisfactory.

The depressed trading conditions all over the world are well known, but I may be permitted to remind you of the peculiar difficulties which affect the countries in which we are established. In India the political situation sufficiently accounts for a substantially reduced turnover. The boycott, which the Delhi Agreement was to remove, shows no sign of abatement, and the statements which have been made that there is an improved demand for British goods have no foundation in fact.

A telegram from Bombay which appeared in The Times stated that the Bombay Congress proposed to start a new picketing campaign throughout the city, which was to include the European shops on Hornby Road and elsewhere in the Fort. Picketing was in operation during the greater part of last year, and is said to be in accordance with the terms of the Delhi Agreement. It is a very serious hindrance to carrying on our legitimate business.

Uneconomic Prices.

The uneconomic prices realised for rice rubber, tin, sugar, and other commodities produced in Burma, Ceylon, the Federated Malay States, the Straits Settlements, Java, and Sumatra have curtailed the purchasing powers of our customers in those countries to a serious extent. This has resulted in reduced trade and loss of profits.

Conditions were slightly better in Siam, the profits of our Bangkok branch being fairly satisfactory. In China the fall in the value of silver resulted in a corresponding depreciation in exchange. Our average remitting rate for the year from Shanghai was 1s. 1¾d. to the dollar, as compared with 1s. 7¾d. in 1929-30 and 1s. 11d. in 1928-29. Higher rates of Customs duty also help to curtail trade.

I regret to report that a serious fire occurred at our premises in Shanghai in November last. Although the loss was covered by insurance, trade was interfered with for some time. In Kenya Colony the settlers depend entirely on the prices they obtain for their crops, which throughout the year have been very low. As a consequence our customers have had less money to spend, and our five branches in this territory have contributed only a small amount to the general result.

Year's Trading Profit.

After dealing with the balance-sheet figures the chairman said:—The profit and loss account shows a trading profit of £75,283. From this we have to deduct £16,923 for income-tax and £22,834 for depreciation on buildings, plant, furniture, and fittings. As on the stock, we have made full provision for depreciation on buildings, etc., and, moreover, all our premises have been kept in a thorough state of repair out of revenue.

The balance carried to balance-sheet is £30,669, which, together with £26,402, balance brought forward from the previous year's accounts, makes a total of £57,071. From this has to be deducted the dividend paid on preference shares, £41,500, leaving a balance of £15,571, which the directors recommend should be carried forward to next year's accounts.

During the year under review Mr. Thomson and Mr. Forward visited the East and were some months at the branches in India, Burma, and Ceylon. Their reports to the board were very informative, and the conclusion drawn from them is that our managers were making strenuous efforts to cope with the present difficult situation, that stocks were in an excellent condition, and that all possible economies in working were being effected.

In acknowledging the services of the company's staff, both abroad and in London, I must make special mention of the loyal services of the managers in charge of our numerous branches. When trade is normal they can anticipate receiving at the end of each financial year a substantial percentage of the profits made at their branches, and are thus compensated for their arduous duties and the responsibilities they have to carry.

When profits are small, or non-existent, their management allowances are their sole remuneration for a year's work under trying conditions in a tropical climate. I am, as a matter of course, in close touch with all the managers, and I wish shareholders to know that they are doing their best in the interests of the company.

I now beg to move: "That the report of the directors and the statement of accounts as at February 28, 1931, be and are hereby approved and adopted." Mr. J. Thomson seconded the resolution, which was unanimously carried. The chairman then proposed the re-election of the retiring director (Mr. A. Forward), which was seconded by Mr. J. H. Lewes and carried unanimously.

BRITISH COTTON.

DECLARED THE BEST IN THE WORLD.

Mr. T. W. Bastin, chairman of Bastin Merryfield and Cracknell, London, has returned from a tour of Continental markets, and what he has seen has convinced him that British cotton goods are the best. "My knowledge of textile markets," he said, "extends over many years, and my recent visit has shown me two things.

"One is the progress we have made in Britain in the printing, colour and design of cotton. Even those in the trade would hardly have expected not long ago that so definite an advance would be so quickly made. The other thing I have seen is that goods to equal ours, whether in cotton or rayon are not being produced by any other country in the world."

Mr. Bastin, who is vice-president of the London Employers' Association, added that he was glad the cotton trade was determined to follow up the success achieved by the White City Exhibition in February. National Cotton Week, was an opportunity to continue the concerted effort on which so much depended. The industry and the large-scale buyers had begun the movement at the exhibition. Now the retailers and the public would continue it.

"In this way," said Mr. Bastin, "much can be done to restore the cotton trade to the position which it ought to occupy."

BRITISH TRADE.

MORE EMPIRE EXHIBITIONS SUGGESTED.

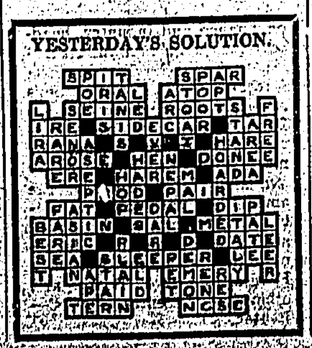
Mr. Gilbert Rich, founder of the British Export Society, suggested, at the annual conference of the Incorporated Sales Managers' Association at Cheltenham recently that similar to that held in Buenos Aires, British Empire trade exhibitions, should be arranged in other foreign and Dominion markets, where there were sufficient opportunities for the sale of British goods in quantities to justify the expense incurred.

Mr. Rich mentioned as countries worth considering for exhibitions South Africa, Brazil, India, China, Sweden, Norway, Denmark, Holland, and Spain. He included India, he said, because we badly needed something to help us to regain on lost trade in that country, even if we had to do it by introducing new lines.

He also suggested that it might be in the interest of our export trade to manufacture a second line of goods of a lower quality than our standard ranges to be sold, in addition to the best-quality goods, at cut prices.

The demand for cheaper goods would be met by others whether we fell into line or not. The question affected many British manufacturers at the present time when practically all overseas countries were putting prohibitive duties on most imports. The only way to combat this was to create duties on imports into Great Britain.

YESTERDAY'S SOLUTION.



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A Select Private Hotel furnished with an eye to the comfort of its Tenants. Single and double suites of rooms with private bathrooms attached.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

Further details of the disaster to H.M. Submarine Poseidon, which was sunk off Wei-hai-wei on June 9, with the loss of 20 lives, are featured in the *OVERLAND CHINA MAIL*. The vessel has now been officially given up as irrecoverable. The story of the captain of the s.s. Yuta, the Chinese steamer which rammed the Poseidon, is also given.

* * *

A *coup d'etat* by the section of the Kuomintang now controlling Canton, is also reported in the *OVERLAND CHINA MAIL*. It is announced that they have seized the Customs surplus left over after the allocation of sufficient to meet foreign loans requirements. Latest news of the delicate situation in Canton are included, in addition.

* * *

The very unsettled state of China at present, especially on the Yangtsze River, was emphasised by the Chairman at the annual meeting of the Indo-China Navigation Company. Naval protection had been necessary to carry on trade. This factor, coupled with world-wide depression, had made the year 1930 one of the most difficult and anxious ever known. In addition, the question of basis of payment of salaries of European Floating Staff was still a matter under negotiation. Full details appear in the *OVERLAND CHINA MAIL*.

* * *

Successful operations in the face of untoward conditions were reported at meetings during the week of Messrs. Lane, Crawford, Ltd., Messrs. Wm. Powell, Ltd., and the Peak Tramway Company, Ltd. The *OVERLAND CHINA MAIL* gives complete reports of the meetings.

* * *

Upon the arrival in Hong Kong of the R.M.S. Empress of Canada, a Filipino who is alleged to have run amok on the high seas, killing two and wounding 23 people, was removed in Police custody, and later escorted to the Mental Hospital. An exclusive account of the tragedy appears in the *OVERLAND CHINA MAIL*.

* * *

A special interview with Mr. Eugene Chen, in Canton, is also a feature of the *OVERLAND CHINA MAIL*. Mr. Chen here gives his views on extrality, and denounces Chiang Kai-shek's conduct of national affairs. He has also many interesting things to say as to present and future relations between Chinese and foreigners.

* * *

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL* — the weekly paper that *YOU MUST ORDER NOW*.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of $4.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains the news and special features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the most popular weekly news budget, as it has been compiled just to suit present-day requirements, as it has done all along. What more could be desired?

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Mail via Suez closes at 10.30 a.m., June 20.
and via Siberia at 10 a.m., June 20.

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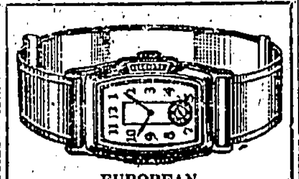

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G. R.

SALE OF STEAM TANKER VESSEL "KHARKI."

TENDERS are invited up to the 25th June, 1931, for the purchase of the above named vessel as she lies in the basin at H.M. Naval Yard, Hong Kong.

Full particulars of the vessel and conditions of sale, and permits to view, may be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hong Kong. Tender forms will be issued on payment of a deposit of $200, returnable when decision on the tenders has been reached.

The vessel will be on view at H.M. Naval Yard, Hong Kong, from the 15th June.

The vessel is sold without guarantee and without restrictions as to nationality of purchaser or subsequent resale.

Tenders will be received in the office of the Naval Store Officer, H.M. Naval Yard, Hong Kong, up to Noon on THURSDAY, 25th June, 1931.

GENERAL NOTICES

TO ALL WHOM IT MAY CONCERN.

MESSRS. CHAU CHIK-SUN, CHAU SHING-WO & LAU YAU-KEE are no longer connected with my firm, and have no authority to act on my behalf in any capacity whatsoever, and I am not responsible for any of their debts.

A. W. MILLAR,
Building & General Contractor,
No. 134, Lockhart Road,
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Hong Kong, June 11, 1931.

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— Public Auctions —

THE Undersigned have received instructions from Messrs. Sennet Freres to sell by Public Auction,

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June 23 and 24,
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Also
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On View from Monday, June 22.
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"HIKING" HOLIDAYS.

Father Woodlock's Attack Arouses Controversy.

A lively controversy on the ethics of a "hiking" holiday has been aroused by an address by Rev. Father Woodlock at the Jesuit Church in the West End. Father Woodlock spoke of the "temptations offered to young unmarried couples by taking hiking holidays together" and asked if a parent must be dubbed a Puritan if he felt some misgiving about the temptations involved.

The challenge was immediately taken up by Mr. George Lansbury, M.P., who expressed the opinion that the more boys and girls mixed together the better it was for the nation and said he saw hikers at Easter; they wore long mackintoshes, long boots, and in some cases it was difficult to distinguish between a boy and a girl, but they were using their limbs healthily, and he thought it a very good thing.

Sir Arbuthnot Lane also contesting Father Woodlock's view declared that hiking was a movement towards good health and as for moral dangers, surely there were greater opportunities for immorality in other directions.

Father Woodlock, however, complained later that his remarks had been construed as a general attack on hiking holidays, whereas he was referring only to holidays taken together by young unmarried couples.

Scottish hikers found a special champion in Miss Jenny Lee, M.P., who urges that Government should assist in providing for their benefit a chain of hostels throughout Scotland where they would be able to obtain shelter overnight for a maximum charge of one shilling.

"DISINGENUOUS."

Home Office Gives Itself Notice Of Breach Of "Sweep" Law.

For the Home Office to say that a breach of the lotteries Act was "brought to their notice" when it was on Home Office instructions that a search of letters was made, was described by the Leeds stipendiary magistrate (Mr. Horace Marshall), as "a rather disingenuous statement."

He reserved judgment in the prosecution instituted by the Home Secretary against Arthur Deacon Hopkinson, a chief official in a Leeds bank, who was summoned for selling an Irish sweepstake ticket on the Grand National.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres.

6-8 p.m.—European Programme of Regal & Columbia Records kindly supplied by the Anderson Music Co.

6-6.28 p.m.—Band & Orchestral.
The Nightingale and the Frogs (Eilenberg),
The Parade of the Tin Soldiers (Jessel),
Band of H.M. Royal Air Force (MR290).
The Laughing Polka,
Skylark Polka (Jevnaker),
The London Novelty Orchestra (MR278).
Gold and Silver (Lehar),
Casino Tanze (Gungl),
The Bohemia Orchestra (MR272).
The Midnight Waltz (Amodio),
Neapolitan Nights (Zamconik),
The London Novelty Orchestra (MR164).

6.28-7.08 p.m.—Variety.
Song—
He's My Secret Passion,
Moanin' Low,
Greta Keller, Contralto (MR297).
Banjo Solo—
Amici Lontani—Mazurka,
G. Vicari (14642-F).
Song—
Here Comes the Sun,
Billy Elliott (Baritone) (MR284).
Piano-Accordion Solo—
Union Jack—Medley,
Mackenzie Reid (MR275).
Vocal Duet—
I Lost My Gal Again,
"Sweet and Low" (MR300).
Cornet Solo—
Columbine,
Jack Mackintosh (MR274).
Song—
The Little Things in Life,
Sunshine, Won't You Shine for Me,
Cavan O'Connor (Tenor) (MR281).

7.18-8 p.m.—A Concert.
Piano Solo—
Caprice Chinoise (Scott),
Cyril Scott (2284-D).
Song—
Love the Pedlar
(Battersby & German),
Doris Vane, Soprano (0828).
'Cello Solo—
Samson and Delilah (Saint-Saens),
Softly Awakes My Heart,
Kol Nidrei
(Traditional Hebrew Air),
Anthony Pini (MR231).
Song—
Master McGra (Traditional),
Phil the Fluter's Ball (French),
David McAlpin, Bass-Baritone (MR115).
Violin Solo—
Culloden—Medley
(arr. Mackenzie-Murdoch),
(a) Lord Lyndoch—Strathspey,
(b) The East Neuk o' Fife—Reel
(arr. Mackenzie-Murdoch),
Rodrick Gray (MR306F).
Song—
My Ain Folk (Mills & Lemor),
Dame Clara Butt, Contralto (X341).
Piano Solo—
Ramble on Love (Grainger),
Percy Grainger (1898-D).

8 p.m.—Local Time & Weather Report.
8.03-10.30 p.m.—Chinese Studio Concert.
10.33 p.m.—Close Down.

50 M.P.H. CHASE.

Police Commandeer Car After Smash-and-Grab Raid.

Two constables in a commandeered car unsuccessfully chased bandits from Kennington Road, through Brixton, London.

Shortly after 1 a.m. Constable Mundy who was on duty in Kennington Road, heard a crash of glass, and saw a dark blue motor-car outside the wireless shop of Mr. John Dennis. Two men ran from the shop window towards the car, where a third was sitting at the wheel.

The constable blew his whistle, but the thieves dashed off towards Brixton. At that moment a motor-car came along, and the constable stopped the driver, and with another officer standing on the footboard of the car, gave chase.

The bandit car tore along Kennington Road and into Brixton Road at 50 miles an hour.

It had a few seconds' start, and soon out-distanced the pursuing car.

Near the junction of Brixton Road and Stockwell Road the bandits narrowly escaped collision with another car.

With the police in pursuit they dashed through Brixton and disappeared in Effra Road, after turning down a side street.

The window of Mr. Dennis's shop had been smashed with a piece of concrete and a wireless set stolen.

FIVE YEAR PLAN.

Extent Of "The Spring Sowing."

Moscow, May 25.

It is officially stated that Spring sowing is making good progress, 140 million acres having been sown up to May 20, representing 56 per cent. o fthe total area provided for by the Five Year Plan. Ninety-four million acres were sown by collective farmers, thirteen millions by Soviet farms, and 33 millions individual farmers.

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PRIVATE HOTEL.
Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)
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EXCLUSIVE TABLE
entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.
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Our motto is "SERVICE."

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by
"ALGIE" BENNETT.
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PRICE $1.00.
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Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. "CARIGNANO"	—	July 5
S.S. "VENEZIA"	June 29	Aug. 2
†*S.S. "PILSNA"	June 30	July 12
†*S.S. "TEVERE"	July 28	Aug. 9

†Outward voyage to Shanghai only.
*Passenger vessels with First, Second and Second Economic Classes.

Attention is called to the s.s. Gange which will make the journey Hong Kong/Italy in 21 days thus affording London passengers to arrive at destination in 26 days.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
CHICHIBU MARU ..... Wednesday, 24th June.
TATSUTA MARU ..... Wednesday, 8th July.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HEIAN MARU ..... Tuesday, 30th June.
HIKAWA MARU ..... Tuesday, 28th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
KASHIMA MARU ..... Saturday, 27th June.
HAKONE MARU ..... Saturday, 11th July.
YASUKUNI MARU ..... Saturday, 25th July.
SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU ..... Saturday, 27th June.
KAMO MARU ..... Saturday, 25th July.
BOMBAY via Singapore, Penang, & Colombo.
† HAKODATE MARU ..... Saturday, 27th June.
TANGO MARU ..... Saturday, 11th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINYO MARU ..... Tuesday, 30th June.
NEW YORK, BOSTON via Panama.
† TATSUNO MARU ..... Monday, 13th July.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.
† DURBAN MARU ..... Sunday, 19th July.
CALCUTTA via Singapore, Penang & Rangoon.
* MORIOKA MARU ..... Monday, 29th June
* GENOA MARU ..... Tuesday, 7th July.
SHANGHAI, KOBE & YOKOHAMA.
† AKITA MARU ..... Thursday, 18th June.
KAMO MARU (Nagasaki direct) ... Friday, 19th June.
SUWA MARU ..... Saturday, 27th June.
† Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru ...	Fri.,	26th June
	La Plata Maru	Mon.,	20th July
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN, THENCE TO RIO DE JANEIRO & SANTOS via Singapore & Colombo	Manila Maru	Mon.,	6th July
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Brisbane Maru	Mon.,	6th July
JAPAN PORTS (Frequent Services).	Nitto Maru	Thurs.,	18th June
	Seattle Maru	Wed.,	24th June
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Paris Maru	Tues.,	14th July
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Tokai Maru	Wed.,	9th July
BOMBAY via Singapore, Belawan Deli & Colombo.	Argun Maru	Fri.,	19th June
CALCUTTA via Singapore, Penang & Rangoon.	Hamburg Maru	Thur.,	18th June
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Menado Maru	Thurs.,	25th June
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun.,	21st June
	Hozan Maru	Sun.,	28th June
TAKAO via Swatow & Amoy (Fortnightly)	Deli Maru	Thur.,	18th June

For further particulars please apply to:—
OSAKA SHOSEN KAISHA
Telephone 25061.

BRITISH WUCHOW LINE

SAILING DATES FOR JUNE, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
THURS. 18th	SAT. 20th	SUN. 21st	MON. 22nd
WED. 24th	FRI. 26th	SAT. 27th	SUN. 28th
TUES. 30th	THURS. 2nd	WED. 3rd	SAT. 4th

Ports of Call—Samshui, Shuihing, Takhing & Doshing.
Fares Return (not including meals) $18.00.
Meals and Wines are to be obtained on board.
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SANG WO & Co., Ltd.

Shipping Intelligence.

SOUTHAMPTON DOCK.

Work Being Speedily Carried Out.

Work is proceeding with all speed to ensure that when the new 70,000-ton Cunard is ready for service in the Autumn of 1933 Southampton shall have ample berth and dry dock accommodation. During the month two world records have been established. The first was set up in the work of dredging. In spite of the exceptionally heavy nature of the ground which embraced large quantities of greensand and boulders, 750,000-tons, had been lifted. The second record was the in-driving of steel sheet piling with which the area for a graving dock, which would be the largest in the world, is being enclosed.

The need for dock extensions was emphasised by last year's clearances at Southampton. In spite of the exceptional depression 7,500 vessels, almost all first class craft, were handled at Southampton. They represented the tonnage of 34,500,000 tons and on several days as much as 250,000 tons of shipping was dealt with. The fleet engaged in dredging operations numbers sixty vessels.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Moorlake—No. 2 buoy.
Odin—In dock.
Olympus—Kowloon dock.
Otus—In dock.
Parthian—Kowloon dock.
Seamew—South wall.
Sirdar—In dock.
Sterling—North arm.
Tamar—Basin.
Thracian—North arm.
Foreign.
Marne—French gunboat.

SHIPBUILDING ORDER.

Messrs. Hawthorn, Leslie and Co., Ltd., have received notification from the Portuguese Government that they are to receive an order for the hulls and machinery of two armed sloops. The contract has been booked in face of keen competition, particularly from Italian shipbuilders. Last year Hawthorn and Leslie's built some five sloops for the British Admiralty.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Bencruachan are reminded to take delivery of their goods which will be subject to rent after June 25.

ARRIVALS OF SHIPS.

Tuesday, June 16.

Chung Kong, Chinese str., 477 tons, Captain Kwok Shau from Tourane, buoy No. C1.—Yau Lee & Co.

Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Canton, buoy No. B8.—O.S.K.

Delagoa Maru, Japanese str., 4,373 tons, Captain H. Takasu, from Singapore, buoy No. A8.—N.Y.K.

Hermod, Norwegian steamer, 840 tons, Captain C. H. Andersen, from Bangkok, buoy No. C3.—Thoresen & Co.

Kanchow, British str., 1,222 tons, Captain B. C. Marrable, from Swatow, buoy No. B3.—B. & S.
Wednesday, June 17.

Brazil Maru, Japanese str., 4,260 tons, Capt. H. Noyama, from Singapore, Kowloon Wharf.—N.Y.K.

Bremerhaven, German str., 1,566 tons, Capt. J. Engels, from Madang, buoy No. B19.—Melchers & Co.

Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf.—O.S.K.

Chaksang, British str., 1,470 tons, Capt. R. J. J. Sneddon, from Swatow, buoy No. B2.—J. M. & Co.

Daviken, Norwegian str., 1,778 tons, Captain G. Svane, from Canton, buoy No. A3.—Sing Kee.

Empress of Canada, British str., 12,811 tons, Capt. A. J. Halley, from Manila, Kowloon Wharf.—C.P.S.

Gange, Italian str., 6,752 tons, Capt. Nicolini, from Shanghai, Kowloon Wharf.—Dodwell & Co.

Haiching, British str., 1,284 tons, Capt. E. Walker, from Foochow via Amoy and Swatow, Douglas Wharf.—Douglas S.S. Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kanan Maru, Japanese str., 1,877 tons, Captain Sugimoto, from Canton, buoy No. B17.—D.K.K.

Luchan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Swatow, buoy No. C4.—N.Y.K.

Szechuen, British str., 1,594 tons, Captain S. M. Barling, from Swatow, buoy No. B4.—B. & S.

Tai Shan, Panama str., 3,621 tons, Capt. Chfistiansen, from Manila, buoy No. A5.—Dodwell & Co.

Tatsutasan Maru, Japanese str., 1,098 tons, Capt. E. Yoshida, from Miike, buoy No. B23.—M.B.K.

Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Canton, buoy B15.—B. & S.

Tjilebcet, Dutch str., 3,656 tons, Captain J. Adriaanse, from Manila, buoy No. A12.—J.C.J.L.

Van Heutsz, Dutch str., 2,749 tons, Captain H. J. G. Blits, from Swatow, buoy No. A15.—J.C.J.L.

Wing Wo, Portuguese str., 495 tons, Capt. I. Lemos, from K. C. Wan, buoy No. C6.—Wo Hop & Co.

Yusang, British str., 1,122 tons, Captain J. Middenway, from Swatow, West Point Wharf.—J. M. & Co.

RUSSIAN SHIPPING.

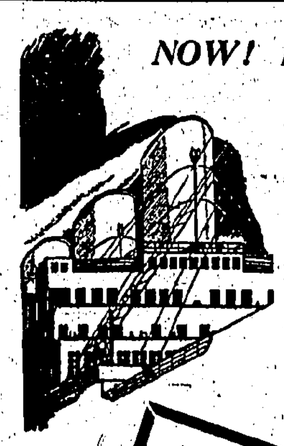
The Possibility Of Business With Britain.

Mr. Saul Bron, the Soviet trade delegate in Great Britain, visited the shipyard of Messrs. Swan, Hunter and Wigham Richardson in Wallsend, and fulfilled his most important engagement during his stay at Newcastle, when he addressed a meeting of the Chamber of Commerce.

Lord Kirkby presided over one of the largest attendances of business men held under the auspices of the chamber for some time, and Mr. Bron's address was followed with the closest attention.

After discussing the possibility of expanding the industrial relations between Russia and Britain, and the need for a revision of the basis of financial conditions, Mr. Bron said Russia was very short of shipping, and it was part of the Five Year Plan to increase substantially the shipping facilities. Britain built the best ships in the world. She was the founder and originator of modern shipping, and there was the possibility of a large business in that line between Russia and the United Kingdom, business which would be very helpful in establishing a closer industrial contact between the North of England and Russia. He was now negotiating what could be done in the matter, but there were difficulties in establishing a financial basis for the business and little progress had been made. Meantime, Russia had placed about four million pounds worth of orders for ships in Continental countries.

The Lord Mayor of Newcastle, Alderman David Adams, mentioned that Russia required 20 to 30 timber carriers, 15 tankers of 10 to 15,000 tons, and 10 to 12 special passenger cargo liners. The Government should be urged to give such facilities that idle shipyards could participate in those orders on terms which foreigners were prepared to accept.



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POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong to-day:—Tai Yuan, Bencruachan, Yu Sang, Tai Shan, Tecumseh, Kanan Maru, Tai Poo Sek, Ouderkerk, Tottori Maru, Hamburg Maru, and Benlomond.

INWARD MAILS.

THURSDAY, JUNE 18.
Shanghai ..... Changchow
FRIDAY, JUNE 19.
Japan, Shanghai and Europe via Siberia (London, May 30) ..... Ranpura
Japan ..... Tjilliwong
U.S.A., Canada, Japan & Shanghai (Seattle, May 30) ..... President Lincoln
U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 28) ..... Chichibu Maru
SATURDAY, JUNE 20.
Shanghai and Swatow ..... Soochow

OUTWARD MAILS.

THURSDAY, JUNE 18.

Samshui and Wuchow	Tai Ming	4 p.m.
Saigon	Borneo	4.30 p.m.
Formosa	Bencruachan	5 p.m.
Manila, Australia & New Zealand via Thursday Island	Changte (Due Thursday Island June 30.) Parcels ..... June 18, 5 p.m. Registration .. June 19, 9.45 a.m. Letters ..... June 19, 10.30 a.m.	

FRIDAY, JUNE 19.

Japan	Kamo Maru	9.30 a.m.
Shanghai, Japan and *Europe via Siberia	Rawalpindi	10 a.m.
Hoihow, Pakhoi and Haiphong	Klungchow	10 a.m.
Swatow, Amoy and Foochow	Hai Ching	1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Ranpura (Due Marseilles, July 17.)	

K.P.O.	G.P.O.
Parcels ..... June 19, 4.30 p.m.	Parcels ..... June 19, 5 p.m.
Registration .. June 20, 9 a.m.	Registration .. June 20, 9.45 a.m.
Letters ..... 10 a.m.	Letters ..... 10.30 a.m.
Tourane	Chung Kong ..... 5 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and *Europe via Vancouver, B.C.	Empress of Canada (Due Vancouver, B.C., July 8 and *Europe via Siberia.) Parcels ..... June 19, 5 p.m. Registration .. June 20, 9.15 a.m. Letters ..... 10 a.m.

*Superscribed correspondence only.

Drive 42,500 Tons at 25½ Knots

The largest cast bronze propellers in the world are seen above in this unique view of the after end of the new 42,500 ton Canadian Pacific liner "Empress of Britain." These huge screws, the two larger ones each weighing 25 tons, and the smaller pair 17½ tons apiece, proved their ability during recent trials to drive this new palatial ship through the water at a speed of 25.52 knots.

Another outstanding feature of the picture is the huge rudder, which weighs 67 tons. This huge helm had to be transported to the builders' yard on a specially constructed truck. It was preceded during the journey by a construction gang which removed telephone poles and other obstructions encountered on the English roads.

Lower left is an insert of the Empress of Britain as she steamed over the measured mile at the fastest speed developed by a new British liner since the war.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
		1931.	
RANPURA	17,000	20th June Noon	Bombay, Marseilles & London.
†KASHGAR	9,000	4th July	M'seilles, L'don, R'dam & A'werp.
*MIRZAPORE	6,700	8th July	Straits, Colombo & Bombay.
RAWALPINDI	17,000	18th July	Bombay, Marseilles & London.
*PERIM	7,700	25th July	Marseilles, Havre & London.
†KHYBER	9,000	1st Aug.	M'seilles, L'don, R'dam & A'werp
*SOMALI	6,800	8th Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
*PADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
†KARMALA	9,000	29th Aug.	Marseilles & London.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SOUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
†KALYAN	9,000	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

	1931.		
*TALMA	10,000	29th June	Singapore, Penang & Calcutta.
TAKADA	7,000	7th July	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

	1931		
ST. ALBANS	5,000	3rd July	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	7,000	1st Aug.	
TANDA	7,000	31st Aug.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union-S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.
Cheap Summer Trips to Japan, June to Sept.

		1931.		
TAKADA	7,000	19th	June	Amoy, S'hai, Moji, Kobe & Osaka.
†RAWALPINDI	17,000	19th	June	Shanghai, Kobe & Yokohama.
*SOMALI	6,800	30th	June	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	3rd	July	Amoy, Moji, Kobe, Y'hama & Osaka.
KHYBER	9,000	3rd	July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	7,000	6th	July	S'hai, Moji, Kobe, Osaka & Y'hama.
TILAWA	10,000	17th	July	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	17th	July	Shanghai, Kobe & Yokohama.
SANTHIA	8,000	31st	July	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	31st	July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,000	28th	Aug.	Shanghai, Kobe & Yokohama.

* Cargo only. †Calls Tsing tau and Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans on Punka Louvre System free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Hong Kong, April 1, 1924.

TRAGEDY ON EMPRESS LINER.

Preliminary Trial of Filipino.

EUROPEAN EVIDENCE.

Graciano Bilas, the Filipino who is alleged to have ran amok on board the C.P.S. R.M.S. Empress of Canada at sea just before reaching Yokohama, 31 persons being wounded (two fatally) as the result of the affray, made his appearance before Mr. Williams at the Central Magistracy yesterday afternoon when his preliminary trial was opened.

Mr. H. Somerset Fitzroy, Assistant Attorney General, appeared for the Crown. The accused was not legally represented and was not required to plead. As he understood very little English, a Tagalog interpreter was present to explain the proceedings to him.

The outline of the case was given by Mr. Fitzroy who went into the details as already published in the *China Mail* on the day of the arrival of the Empress of Canada in port.

Evidence corroborating Counsel's statement was given by Mr. Cecil Claxton, Chief Officer of the Empress liner, and when asked through the interpreter if he had any question to put to the witness, Bilas went into a rambling statement regarding his job and his enemies.

Accused's Statement.

A statement made by the accused when charged with murder was put in by Mr. Fitzroy. In this Bilas said:—

"I don't remember about killing the Chinese, because my enemies are Japanese. The Japanese were threatening to throw me overboard so Filipo gave me the knife and I started to stab them all."

The Public Prosecutor: He was thinking that all the Japanese were his enemies. That may give some elucidation on his case."

Doctor's Evidence.

Dr. R. J. Patchett, ship's surgeon, said that in his opinion, Bilas was suffering from maniac depressive psychosis. He had questioned Bilas in English and received answers in English which were not very rational.

Bilas had no questions to put to Dr. Patchett, but he said that he had given a knife to a Japanese boy at Honolulu and was unarmed when he went on board.

Resuming his evidence, Dr. Patchett stated he kept Bilas under observation and discovered that Bilas would stand for hours in one position. He refused food and drink on the last day of the trip before arrival in Hong Kong.

Mr. William Campbell, Master-at-Arms on the ship, one of two European members of the crew to be wounded in the affair, also gave evidence. He seized Bilas as he came through the escape on B deck and tied him with a piece of rope, handcuffs not being then available. The Filipino was wearing a white cotton singlet under his woollen pullover which was found to be splashed with blood.

The case was adjourned until to-morrow.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place, and should be *added* to the depths given on the chart unless preceded by an asterisk (*), when they should be *subtracted* from the depths.

June 18 to 24, 1931.

Date	High Water		Low Water	
June	Under Times	ft.	Under Times	ft.
	H. M.	F.	H. M.	F.
Thur. 18	0 ..	..	6 ..	..
	11 ..	7.7	18 ..	..
Fri. 19	0 51	8.0	6 ..	..
	13 55	7.6	18 ..	..
Sat. 20	1 46	..	7 ..	..
	14 ..	7.3	19 3	1.1
Sun. 21	2 42	6.8	8 2	2.6
	15 1	7.0	20 1	0.9
Mon. 22	3 43	6.4	9 5	3.1
	16 2	6.3	21 1	0.9
Tues. 23	4 51	6.3	10 8	3.6
	17 7	6.3	22 2	0.8
Wed. 24	5 57	6.7	11 2	3.9
	18 5	6.7	23 0	0.7

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FINANCE BILL.

LIBERAL AMENDMENT TO BE DISCUSSED.

LABOUR'S CONCESSION.

Rugby, Yesterday.

Doubts were expressed yesterday as to whether, under the original time table arranged by the Government for the Finance Bill, there would be time for the new Liberal clause to be discussed. These doubts were dispelled in a speech by the Chancellor of the Exchequer, Mr. Philip Snowden, on the adjournment of the House late last night. In announcing the Government's acceptance of the Liberal amendment in its new form he promised that, within or without the guillotine time table, the Government would have it discussed in the House. — British Wireless Service.

LORD SALISBURY.

NO LONGER LEADER OF OPPOSITION.

Rugby, Yesterday.

It is officially announced that Lord Salisbury has ceased to act as Leader of the Opposition in the House of Lords, and that Lord Halg, who has been acting, has by request taken over the post for the period of the present Parliament.—British Wireless Service.

STEAMER MOVEMENTS.

The P. & O. s.s. Ranpura left Shanghai for this port on June 16 at 4 p.m. and is due here on June 19 at about 7 a.m.

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TAIPING	July 17	July 18	July 27	Aug. 15
CHANGTE	Aug. 11	Aug. 12	Aug. 21	Sept. 8
TAIPING	Sept. 18	Sept. 19	Sept. 28	Oct. 4

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TO FIGHT REDS.

CHIANG KAI-SHEK TO START ON SATURDAY.

VOYAGE TO KIANGSI.

Nanking, Yesterday.

It is officially announced that Chiang Kai-shek is going to Kiangsi by gunboat on June 20 to direct the anti-Communist campaign.

He will assume office as Chairman of the National Government on June 19.

Chiang Kai-shek was elected chairman of the Central Political Council; and the C. P. C. has confirmed the appointment of the present Ministers, with the exception of the Minister of Railways and of Education, and has appointed the respective Vice-Ministers, Lien Shen-hai and Li Shu-hua, to be the acting Ministers.—Reuter.

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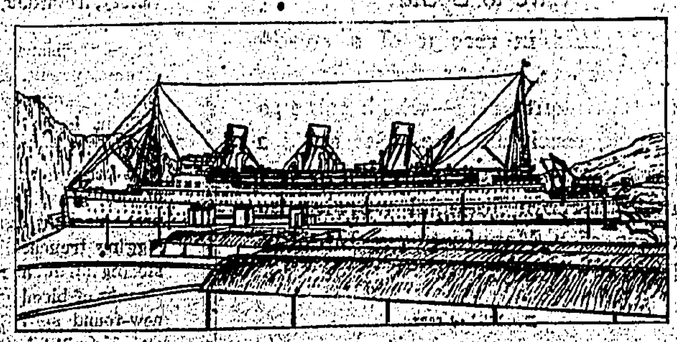

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2. Stewed Fresh Mushrooms with Crab Meat.
3. Stewed Pigeons with Water Caltrop.
4. Steamed Duck Meat with Fresh Lotus in Special Gravy.
5. Mixed, Steamed Rice in Fresh Lilyleaf.
6. Sweet Water Nut Gruel.

PRICE:—$2. per dinner per head.

1. Stewed Shark's Fins with Chicken Slices.
2. Stewed Fresh Mushrooms with Crab Meat.
3. Stewed Pigeons with Water Caltrop.
4. Mixed, Steamed Rice in Fresh Lilyleaf.
5. Sweet Water Nut Gruel.

PRICE:—$1.50 per dinner per head.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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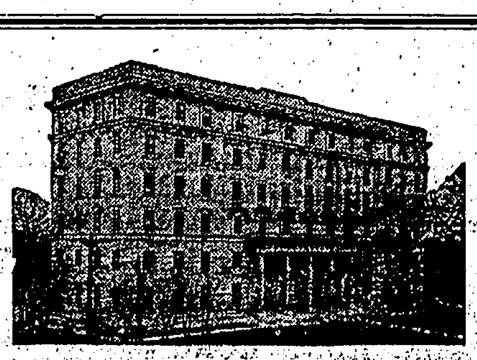

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DEATH.

TOEG.—At Kowloon Hospital at 2.30 p.m. on June 17, 1931, after a short illness, Mrs. Cecile Maria Toeg, aged 27 years.—Funeral will pass the Monument at 5 p.m. to-day.

One Way to End It.

War is never a solution. However determinate the victory, there is nothing about conquest that can compare with the clean cut of the surgeon's knife which severs the canker from a healthy organism. War is at best a temporary expedient, silencing by force the dissentient cries of oppression and revolt; at its worst it is the foulest instrument of mankind, destroying the perfect and the promising, the useless and the effete, without discrimination. A province is laid waste to gain a province; a battalion is butchered to regain a lost position; the land is ravaged and mutilated at the price of victory, retarding trade, education and progress; thousands starve, thousands are thrown out *of employment, as the result of* man's inhumanity to man.

China is on the verge of another civil war; fratricide might be a better term. On both sides of the great continent Chinese are massing against Chinese, digging trenches, laying mines, storing up munitions, for an onslaught of blood and pillage. The new-found spirit of progress in China will be retarded for months, possibly for years; the wheat harvest will be destroyed over wide areas, and villages which now are hardly able to bear the strain of increased taxation will be reduced to smouldering ruins. It is unlikely that there will be a victor; wars in China are not fought according to that principle. It is all a question of funds; when these are exhausted, and the contending sides have squeezed the people dry and have no more money left with which to pay their troops and purchase more munitions, "negotiations" are begun. Generals are paid off and settle down in vanquished provinces with all the omnipotence of feudal barons, and for a time there exists a lull in conflict which an historian with his tongue in his cheek might describe as peace. We who watch China know that it is not peace, however. Peace can never come out of a political system which is fundamentally corrupt and unsound.

Many of China's political leaders are fond of dilating on the "philosophy" and the "morality" of their actions. They refer to the incessant wars as Autumn and Summer manoeuvres, mere incidentals in the historical "development" of the country. They point to the mistakes of Europe in the past, as though these were essential parts of the programme of unification. But where is the philosophy in a civil war; where the morality in destroying youth and fertility with a merciless and callous hand?

If China enters upon another war she will be sowing the first seeds of dissolution and decay; for whatever the result of the impending conflict between Canton and Nanking, it can never engender an era of peaceful development. The idealistic plan for the unification of the country, whose area varies between 4,227,000 and 4,300,000 square miles, can be accomplished only by the united determination of far-seeing and uncorruptible statesmen to re-mould the country on the lines of a modern State. Among the more urgent needs of China to-day are the reorganisation of her sanitation services, her educational system, and her mediaeval agricultural methods; the development of her roads and communications; a thorough revision of her legal codes and the reformation of her unstable form of government. Until these are accomplished China can never hope for unification or for economic prosperity, whether there is world trade depression or not. Questions of foreign relations, extra-territoriality, and so-called unequal treaties might as well be left where they were ten years ago, for it is a radical fallacy on the part of her leaders to believe that by irritating the foreigner and thereby discouraging the influx of foreign capital, she is likely to regenerate the country. The time for these matters to be taken in hand, soberly and justly, and with wise statesmanship, is when she has put her own house in order. And at the moment it is very far from being in order.

The threatened war with the North is, in our opinion, directly against the interests both of the South and the whole country. The sole motive for hostilities appears to be dissatisfaction with the character and the rule of one allegedly corrupt and inefficient dictator. Apparently, too, the governmental system is so thoroughly bad that he cannot be induced to resign and cannot be thrown out of office by legal means. To get rid of this fly in the political ointment, it seems, the whole country must be thrown into a devastating and wasteful civil war, and trade and industry be disorganised for an indefinite period. It is wicked, foolish, and unprincipled. No wonder that foreign Powers refuse to negotiate loans with China, or that so many reputable foreign firms refuse to have dealings with her.

China has one chance of making good, and that is for the Nation to summons a conference of political leaders of all parties and settle for once and for all the superficial disputes which are at the bottom of the trouble. Unfortunately, the Nation has not that power, has no voice at all in the affairs of the State. The other solution is for China to split into two separate units, the North and South, with independent governments, independent rulers, and independent finance. China is vast enough for this; and everything, including her lingual and racial differentiations, is to be said for it.

News in Brief.

The lowest open air temperature yesterday was 81 degrees. The humidity was 74 at 10 a.m. and 80 at 4 p.m.

Choi Yuk, a returned banishee, who was sent away from the Colony for 10 years in 1930, was charged before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning. Twelve months' hard labour was imposed.

Dr. Magnus Hirschfeld, director of the Institute of Sexual Science (Berlin) and President of the First International Congress for Sexual Reform, will give a lecture on some sexual problems, illustrated with lantern slides, before the National Medical Association of China, Hong Kong Branch, this evening at the Chinese Merchants' Club at 8 o'clock.

A case of suspected kidnapping was notified to the Police by Tang Sze, a married woman residing at 2, Chiu Yuen Lane. She stated that her son, Li Ping-kwan (8) and daughter Li Yuk-lui (6) had been missing from the house since six o'clock last night. However, the daughter returned at 2 o'clock this morning, but the boy has not been located yet.

CORRESPONDENCE.

EUGENE CHEN'S DISCLAIMER.

[To the Editor of "China Mail."]

Sir,—It is entirely false to state—as you have done in your issue of June 15—that certain leaders of the National Government at Canton, including myself, are in favour of the apportionment of land in China into collective farms in the manner of the Soviet's Five-Year Plan.

I must be precise in order to guard against the possibility of any further looseness of thought and language on your part. In the interview referred to, I told your representative that if empty bellies in China were to be filled with food, then the paramount consideration in any solution of the agrarian question should be productivity, and that I would be in favour of a land system which enabled the peasant to grow two piculs of rice where hitherto only one picul was grown. And in reply to a question by your representative, I said that *if collective farming could yield such a result*, then I would be in favour of it.

I never said, nor did I say anything to imply, that I was categorically in favour of collective farming in China.

Yours, etc.,

EUGENE CHEN.

Canton, June 16.

[Mr. Eugene Chen's italicised phrase appears to contradict his last paragraph and vice versa.—Ed. *C.M.*]

SOLDIER AT THE ASSIZES.

(*Continued from Page 1.*)

panion. The latter then dashed across the road from the left hand side and got on to a bus going in the direction of Tsimshatsui. He got away.

The accused continued walking in the direction of Mongkok until near Argyle Street, when a Chinese constable came up. The prisoner then boarded a bus. The constable followed and got the accused off. Another constable then came up and the accused went peaceably with them to the Mongkok Police Station.

Mr. Whyte-Smith said that the accused made a statement before the Magistrate in which he said that he and his friend were walking along Nathan Road when a woman behind blew a Police whistle. A crowd gathered and was hostile, so they got on to buses, he (accused) going toward Shamshuipo where his camp was.

Woman's Version.

The complainant, who said that her husband was a seaman, told the Court that she lived on the second floor of 24, Bowring Street, Yaumati. She gave evidence corroborating Mr. Whyte-Smith's opening statement, and identified the accused as the soldier who snatched her property.

Both men struck her after the snatching. The taller of the two (not in custody) kicked her in the chest, whilst accused struck her on the left side of the face. She fell and one knee of her trousers was cut.

"Muddled" by Questions.

In cross-examination, the witness was not clear what direction the bus accused boarded was going and in the end admitted that she was muddled by so many questions. When her property was snatched she seized the taller man by the back of his tunic and he turned round and kicked her in the chest. She was in front of the accused when he struck her on the face.

Asked by the accused if there was any reason for her failing to identify the other man who was paraded with others before her, the complainant said: "He got away before I could see him properly. I followed you all the way until you were taken into custody."

In reply to another question, the complainant said that the other man was less than a head taller than accused.

Re-examined by Mr. Whyte-Smith on the bus incident, the complainant said that the accused crossed the road to board the vehicle.

"Leave It At That."

As the man was on the left of the road, this would mean that the bus he boarded was a Tsimshatsui vehicle, and rather than confuse the witness further, Mr. Whyte-Smith commented that he would leave it at that and get it out of the other witnesses.

Mr. Scott (foreman of jury), commented that it was very difficult to kick a person in the chest and asked exactly how the complainant was kicked and where. She indicated the breast bone and said that the soldier kicked her with the toe of his boot.

By his Lordship: Besides the accused and his companion, witness saw no other soldiers on the road.

Chinese Student's Story.

A Chinese student of the Sacred Heart College gave evidence that he was walking a little behind the woman and the snatching occurred after the soldiers had passed him. He saw one of the soldiers snatch something white from the woman. The accused, he asserted, was the man who kicked the woman, knocking her down.

A chase followed in which he joined. When near the Yaumati Government School, he spoke to the soldiers in English saying: "If you took this girl's money, will you please return it." He was sure the soldiers heard him, but they did not answer.

He endeavoured to explain the complainant's confusion by saying that both men crossed from the left of the road. Then accused handed something white to the other man and the latter boarded a Tsimshatsui bus. Then the accused recrossed the road and walked on toward Mongkok, finally boarding a Shamshuipo bus, in which he was arrested after he had taken a seat.

In reply to Mr. Whyte-Smith, the witness said that he did not know what the white thing was that was passed by the accused to his companion, but he would go so far as to say that it was the same white thing that the accused snatched from the complainant.

The case continued after the tiffin interval.

officers. After a long discussion the Magistrate gave the Captain a pass to proceed without a search—just as H.M.S. Cicala was seen entering the port. The British Commander came on board and expressed approval of the Captain's stand. The Kochow then proceeded without further interference.

PHILATELY IN COURT.

(*Continued from Page 1.*)

course, the number of perforations depends on the size of the stamp.

What about the paper?—It is always similar. It is supplied to the printers by the Crown agents, also being specially made and specially watermarked.

Have you ever examined a "die" for making these stamps?—I have never had any opportunity of doing so.

Government Analyst's View.

Mr. E. R. Dovey, Government Analyst, then gave evidence, in the main corroborative. He said that in addition to those in question, he had also examined the 240 stamps, subject of the other charges. In his opinion, they were all forgeries.

Cross-examined, witness said he had not made a special study of stamps. He made no claim to do so.

Mr. Lo: Am I right in suggesting that in this case your evidence is entirely based upon a comparison beween four genuine stamps and those alleged to be forged?—Oh, yes.

Are they good imitations?—Very good.

Would you have taken them for genuine without having genuine stamps to compare them by?—If I had seen one by itself I certainly would.

Then it was only by comparison you arrived at your conclusions?—Quite. By direct comparison.

Lai Pui-lam, who said he was unemployed, and had just left school, then gave evidence bearing out Counsel's opening.

The case is proceeding.

The jury is composed of Messrs. D. M. Goodall (foreman), J. Ulderup, F. Lobel, J. A. Victor, E. Antonio, E. M. Satimet, and Wong Tin-tai.

PRIVATE VISIT.

U.S. TREASURER CALLS ON PRIME MINISTER.

Rugby, Yesterday.

Mr. Andrew Mellon, Secretary of the United States Treasury, who

Mr. A. Mellon.

has just arrived at London on a private visit, called on the Prime Minister in his room at the House of Commons this afternoon.—British Wireless Service.

STABBING CASES.

Two cases of fighting, in both instances knives being used, have been reported to the Police.

Chunk Pak (1) who resides at the Gas Company, Jordan Road was removed to the Kowloon Hospital suffering from a small wound in his side, alleged to have been caused by a pocket knife, which was used by another Chinese during a fight in Public Square Street, Yaumati. The injury is not serious.

Suffering from injuries to her leg and chest alleged to have been inflicted by a Chinese man, a woman named Luk Yee (62) of 11, Queen's Street, was admitted to the Government Civil Hospital for treatment. Her assailant is alleged to have disappeared.

Ten Years Ago.

[From the "China Mail" of June 18, 1921.]

To-day's dollar is worth 2/6⅝.

* * *

Fifteen minutes after leaving Samshui on Wednesday afternoon the British steamer Kochow on a voyage from Wuchow to Hong Kong was stopped by a signal from a Chinese gunboat. Three men not in uniform came on board and questioned the Captain through an interpreter and said they intended searching the ship. The Captain protested and returned with his ship to Samshui, where a conference was held with the Harbour Master and the Customs Commissioner, and the local Magistrate who had come on board with an officer. The Commissioner drew the attention of the Magistrate to the Treaty condition under which a British ship could not be searched in Chinese waters except by Customs

(*Continued at foot of preceding Column.*)

ORDER OF ST. JOHN OF JERUSALEM.

Centenary Celebrations at Home and Colony.

ROYAL INTEREST.

This year sees the centenary of the revival of the Order of St. John in England, and celebrations are to be held in St. John's Week, June 22—June 27.

His Majesty the King, the Sovereign Head of the Venerable Order, has been graciously pleased to intimate that he will himself hold a Special Investiture of the Order at Buckingham Palace during St. John's Week: this will be held on Tuesday, June 23.

His Royal Highness the Duke of Connaught, the Grand Prior, has decided to honour the centenary by graciously presiding at the ceremonial banquet of the Order which will be held at St. James's Palace on Monday, June 22. The banquet will be followed by a reception.

His Royal Highness the Grand Prior will give an afternoon party at St. James's Palace on Thursday, June 25.

His Royal Highness the Prince of Wales, the Prior for Wales, will review the St. John Ambulance Brigade in Hyde Park on Saturday, June 27.

His Majesty the King has also been graciously pleased to authorise the Commemoration Service of the Order being held in Westminster Abbey on June 24, the Feast of St. John the Baptist.

The Archbishop of Canterbury, the Prelate of the Order, will preach the sermon at this service which will be broadcast throughout the world, and Her Royal Highness the Duchess of York has graciously consented to head the Procession into the Abbey of the parade of the Nursing Division of St. John Ambulance Brigade.

St. John Ambulance Brigade members from all parts of the Empire are participating in the celebrations.

Dr. and Mrs. Dovey, Divisional Surgeons, and Miss D. Jaques are representing the Hong Kong Corps. The low exchange has precluded many of our local members from proceeding to London, and from sending a competitive team to participate in the competitions for overseas members. South Africa alone is sending more than 50 representatives.

Celebrations in Hong Kong.

Hong Kong's Celebrations takes the form of a Flag Day on St. John's Day, June 24, and of a Garden Fete to be held at Lee Garden (by kind permission) on Saturday, June 27, from 2 p.m. to 7 p.m.

The needs and calls of the Hong Kong Corps grow daily, and whilst endeavouring to supply the Colony and outlying stations with ambulances and dressing stations, at the same time the Brigade needs headquarters, and it wishes to celebrate the centenary of the Order by at least "a beginning" toward that aim. Headquarters are absolutely necessary, where the St. John Ambulance Brigade can keep its equipment and medical stores, and also eventually garage its ambulances.

IN BANDITS' HANDS

ULTIMATUM TO ITALIAN MISSION.

NO IDLE THREAT.

Hankow, Yesterday.

An ultimatum has been delivered by the bandits that unless the Italian missionaries captured some time ago are ransomed within ten days, all will be put to death.

A Chinese priest who was released in order to deliver this ultimatum at Laohoko declares that it is no idle threat.

The mission's offer of $3,000 for an extension of the time limit has been refused.—Reuter.

[A Peking message of May 20 reported: The Apostolic Delegation here has received a telegram from Laohokow, in Hupeh province, stating that Communists invaded the Catholic Mission at Chayuenkow, near Laohokow, and killed three Chinese priests. They also dispersed the people at the seminary, and carried off Bishop Ricci and Fathers Checcacci, Lazzeri, Maggini and Santini.]

KING'S HEALTH.

WELCOME INDICATION OF IMPROVEMENT.

Rugby, Yesterday.

An announcement that the King and Queen have decided to give a ball at Buckingham Palace in the last fortnight in July, after the return of the Court from Edinburgh, is regarded as a further welcome indication of His Majesty's improved condition.

The ball will be the first to be held at Buckingham Palace for a considerable time.—British Wireless Service.

ROUND THE CINEMAS

"INSPIRATION" NOT INSPIRED!

GARBO UNDER HANDICAP.

The much-heralded "Inspiration," with Greta Garbo, has arrived at the Queen's Theatre and much as Greta's admirers have looked forward to it, they are doomed to a certain measure of disappointment.

Apparently the picture-makers are unable to find Greta a really good story. "Inspiration" is indifferent stuff, on a theme that Daudet handled infinitely better. It seems a great pity that the producers had neither the courage nor sagacity to let Garbo play his "Sapho." The present affair is an obvious variation, without the breath of life or the dramatic irony of the French novelist. The mise-en-scene is Paris, complete with cocktails, jazz music, and American idiom. It should afford a Frenchman a certain mild amusement.

Greta Garbo is Yvonne, an artist's model, who, ...quite so. Naturally, when she meets a simpleton from the country, vaguely described as a student, the love of her life commences. Andre (Robert Montgomery), besides being rather dull-witted is a good deal of a prig. Having taken the lovely model to his rooms on the first night of their acquaintance, he is most unwarrantably shocked to find later that he has been toasting his toes at another man's fire. He leaves—for ever, of course—and stoically accepts the adoration of a childhood sweetheart.

Numerous reconciliations, and partings, follow, as Yvonne's murky past is gradually unfolded. Eventually, the model, very poor but now extremely honest, is again rescued by Andre, and installed in a country villa. His acquaintance with the other lady continues, and he informs Yvonne that he must leave her to marry into respectability. Another—sad—parting,—until—a Bohemian friend of Yvonne's commits suicide over a love affair. Andre, fearing a scandal in his own menage, rushes to offer Yvonne marriage. In the meantime, another old suitor has turned up, and in the end, Yvonne, making one of those superb sacrifices we read of now and again, tiptoes out of Andre's life with the other gentleman, ...for ever! Incidentally, it was by far the most sensible thing she could have done, Andre being a rather badly broken reed.

The story is to a large degree saved by brilliant acting. The part is not big enough for Garbo, and she is not always at her happiest. However, there are occasional flashes of what she is really capable, given a proper medium of expression. Her acting rings true, even if the character is rather monotonous.

London critics slated Montgomery in this film, but one thought he came through an unpleasant ordeal quite creditably, in spite of occasional lapses into banality of the "your love and mine are different things" variety. For this he is not altogether to blame.

Lewis Stone, as Delval, gives a polished performance, and is ably assisted by Marjorie Rambeau as Lulu, a disillusioned lady of the studios with a gift for epigram.

The main feature is preceded by a News Reel showing the Grand National, and the Grenadier Guards in South Africa. Perhaps, unfortuitously, the sound man has managed to record the Guards in the act of playing "The Stars and Stripes for Ever." But on the whole, a thoroughly worth-while programme.

—TENNEB.

"NO LIMIT."

Actual New York scenes provide the exterior settings for Clara Bow's latest fun-thrill-romance picture, "No Limit," now showing at the King's Theatre.

The entire production unit for "No Limit" went to New York from Hollywood several months ago to take the "shots" of the flaming-haired Miss Bow and her supporting players in the various places called for in the plot and action of the play.

One of the scenes requires Miss Bow to run to an "L" station, dash point. A special elevated train which she rides to a far down-town point. A special Elevated train was arranged for through the Interboro Rapid Transit and the actual trip of several miles was made as the cameras clicked off the action.

Other "shots" were taken in an Automat restaurant and in a fashionable women's apparel shop.

As the heroine of the play Miss Bow is an ambitious usherette in a big movie palace. She gains a fortune through a lucky turn of fate, meets a crook, and falls in with him and almost gets arrested—but it all comes out happily.

"WHAT A MAN!"

Reginald Denny proved himself to be an actor in "A Lady's Morality" but he is back to his old self, that is the comedian in "What A Man!" now playing at the Star Theatre, Kowloon. His leading lady is Miriam Seegar, and the supporting cast includes Harvey Clarke, Lucille Ward, Carlyle Moore, and Anita Louise, who did remarkably well as a juvenile in "The Marriage Playground."

Denny portrays the part of an ex-officer of the Coldstream Guards, who turns a tramp on overhearing conversation about a rich lady whose hobby it is to try to convert tramps into respectable men. On entering the palatial Kilbourne residence, Denny is employed as chauffeur. He is greatly liked by his mistress, but her children resent his presence, except the youngest one. However, the tables are turned when the master returns and becomes fond of Denny. Comedy ensues when the chauffeur falls-for-Miss-Seegar-and-a-happy-ending is the terminus to a very entertaining picture.

SHOPKEEPER IN TROUBLE.

Alleged Conspiracy to Defraud.

CARGO OF SINGLETS.

Wong Shun, a shopkeeper, was charged before Mr. Hamilton at the Kowloon Magistracy yesterday afternoon with having conspired and combined with others not in custody to defraud Chan Kiu of a cargo of singlets and cloth. Accused was also charged with Chung Tai and other, not in custody of having, at Sau Si Hun on board a cargo boat, being armed with a revolver, robbed So Yung-tim of six rolls of cloth, 12 dozen singlets, five pairs of goloshes and two bottles of brandy.

Chung Tai was alternatively charged with unlawfully receiving the stolen goods.

Mr. L. H. C. Calthrop, A.S.P. (K) prosecuted, whilst Mr. F. C. E. Rendall appeared for the defence.

After evidence was given, his Worship adjourned the case until June 26.

"FOLLOW THE LEADER."

There have been fools of one kind and another since the first caveman accidentally bounced his club off the head of his partner while they were hunting the dinosaur who bothered them of nights. Very few have admitted, much less boasted, their lack of reasoning power. Most of them have fought to hide it.

It took the dizzy twentieth century to produce the man who glories in the title to such an extent that he made the amusement world call him "The Perfect Fool." That man is Ed Wynn, who, after a scintillating comedy career on the Broadway stage, makes his talking screen debut in "Follow The Leader," the next feature at the King's Theatre.

"REDUCING."

In "Reducing," the new Marie Dressler-Polly Moran Metro-Goldwyn-Mayer comedy which will come to the Queen's Theatre on Sunday, "Chuck" Riesner, director of "Caught Short," has done another great job of laugh creation. The tale concerns itself with beauty shops, and with the women who are too thin or too fat. It can be imagined that in such an atmosphere the Dressler-Moran duo have a hilarious time. Assisting them in carrying out the love side of the piece are four very personable young players, Anita Page, Sally Eller, William Bakewell and "Buster" Collier, jun. The love story is convincing and well done by those popular people. Lucien Littlefield gives a great individual characterisation as "Elmer," letter-carrier husband of the buxom Marie.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day — King's Theatre; "No Limit."
To-day — Queen's Theatre; "Inspiration."
To-day — Central Theatre; "Balaclava."
To-day — Majestic Theatre; "The Mighty."
To-day — World Theatre; "Hell's Angels."
To-day — Star Theatre "What a Man."

Home Mails.

To-day—Inward from Europe via Suez (Rawalpindi).

To-morrow—Inward from Europe via Siberia (Ranpura); Outward for Europe via Siberia (Rawalpindi), 10 a.m.

Saturday—Outward for Europe via Siberia (Empress of Canada), 10 a.m.; for Europe via Marseilles (Ranpura), 10.30 a.m.

Lammerts' Auctions.

June 23—24—Messrs. Sennet Freres' Surplus stocks, York Building, 10.30. a.m.

Sports.

See Sports Diary on Page 9.

Miscellaneous.

To-morrow — Lecture by Dr. Magnus Hirschfeld, University, 8.30 p.m.

BRITAIN AND CHINA

QUESTIONS IN THE HOUSE OF COMMONS.

EXTRALITY ISSUE.

London, Yesterday.

In the House of Commons, replying to a question, Mr. Arthur Henderson said that negotiations between Sir Miles Lampson and Dr. C. T. Wang had reached a stage enabling a report to be made to the respective Governments, but it was likely to be some time before the proposed treaty could be signed.

Meanwhile, it was intended carefully to examine the Feetham report.

Pressed by Sir Austen Chamberlain for a statement on the Government's policy towards China, Mr. Henderson said that owing to the conditions in China to-day it would be contrary to public interest to make a statement, in view of possible repercussions in China.

Asked about the reorganisation of the French Mixed Court at Shanghai, he said negotiations were proceeding, but he had not been informed of any agreement. So far as he was aware, no preparations had hitherto been made by the Chinese Government to establish special courts.

Mr. Henderson refused to admit any connection between the Feetham report and the extrality agreement being negotiated between Sir Miles Lampson and Dr. Wang.—Reuter.

NEW ADVERTISEMENTS.

FOR SALE.

FOR SALE.—No. 363 "TABLOID" Cholera Case, Burroughs Wellcome & Co., for "Treatment of Cholera by Transfusion." Can be seen at the Army Medical Store, Whitfield Barracks, Kowloon.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 22nd day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental	Upset Price.
	New Kowloon Inland Lot No. 1318.	Near New Kowloon Inland Lot No. 1423, Fa Wa Street.	ft.	ft.	ft.	ft.	about	$	$
1			As per sale plan.				1,152	12	2,304

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 9th July or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 18th June, 1931.

SAILORS' AND SOLDIERS' HOME.

Response To Appeal For Funds.

The Committee of the Sailors' & Soldiers' Home gratefully acknowledges the receipt of the following donations forwarded in response to the recent appeal for funds:—

Previously acknowledged	$ 757.50
His Excellency the Governor	50.00
"Garston"	40.00
Hong Kong Football Association (*Sunday Herald* Charity Cup)	300.00
	$1,147.50

Further donations are earnestly solicited.

A Piano Medley by TURNER LAYTON

The Very Latest Triumphs of LAYTON & JOHNSTONE

9701—PIANO MEDLEY.

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Prince's Building, Ice House Street. Telephone 20075.

The management of the "Wee Golf" Course, Nathan Road, Kowloon, wish to announce their intention of giving all proceeds taken on the Golf Course TO-DAY to the H.M.S. Poseidon Relief Fund.

Help in this charitable cause by playing Your round TO-DAY.

Donations and Subscriptions must now be sent to the Hon. Treasurer, Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.

"Mac's" Cafeteria

Temporary Transfer During Structural Alterations.

PATRONS are now accommodated on the FIRST FLOOR DINING ROOM in a COOL AND DELIGHTFUL ENVIRONMENT

COLD BUFFET SPECIALTY.

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AT 2.30, 5.10, 7.15 & 9.30 P.M.

Queen of a City's Hidden Haunts . . . See Her Get "Her Man"!

Throbbing vibrant in a fiery love drama — a Clara Bow you've never seen before!

CLARA BOW in "NO LIMIT"

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INA CLAIRE and FREDRIC MARCH
IN
"THE ROYAL FAMILY of BROADWAY"
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BOOKING AT THE THEATRE. TELS. 25313, 25330.

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TO-DAY ONLY
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7.20 & 9.20 p.m.

GEORGE BANCROFT IN "MIGHTY"

CURRENT SPORTING GOSSIP

CZECHO-SLOVAKIA TO MEET BRITAIN.

DENMARK DEFEATED.

Doubles Match Won in Four Sets.

ZONE FINALISTS.

Copenhagen, Yesterday.

Czecho-Slovakia captured the required doubles match against Denmark to-day to give her the right to meet Great Britain in the final of the European Zone of the Davis Cup. Czecho-Slovakia had previously won both singles encounter.

Full results as cabled by Reuter were as follow:—

Menzel and Marcelek (Czecho-Slovakia) beat Ulrich and Worm (Denmark) 9-7, 1-6, 6-3, 6-0.

Earlier Results.

Menzel (Czecho-Slovakia) beat Ulrich (Denmark) 6-3, 6-2, 7-5.

Hecht (Czecho-Slovakia) beat Henriksen (Denmark) 6-8, 6-0, 3-6, 6-2, 11-9.

'GRAND SALUTE' WINS THE HUNT CUP.

Success of Totalisator at Ascot.

£110,000 TURNOVER.

Rugby, Yesterday.

The weather for the second day of the Ascot Meeting was again fine although early rain caused an abandonment of the Royal Procession, the King and Queen and other members of the Royal Family arriving by cars.

There was an enormous crowd, including an exceptionally large number of visitors from abroad. The principal race of the day, the "Royal Hunt Cup," was won by the favourite, Lord Glanely's Grand Salute, Mr. Esmond's Ellenborough being second, Lady Nunburnholmes Racedale third, and Mr. Earl's Fleeting Memory fourth. The betting was:—5/1, 28/1, 7/1.

One feature of the meeting is the success of the totalisator, installed for the first time this year. Its turnover for the first two days has totalled £110,000.—British Wireless Service.

Another Report.

London, Yesterday.

The result of the Royal Hunt Cup, run to-day, was as follows:—

Grand Salute	1
Ellenborough	2
Racedale	3

Eighteen ran.

Won by half a length, with one and a half lengths between second and third.

Betting was:—

5/1 Grand Salute.
50/1 Ellenborough.
28/1 Racedale.

—Reuter.

WATER POLO LEAGUE RESULTS.

Only One Interesting Game Witnessed.

V.R.C. SUCCESSES.

At the Victoria Recreation Club last night the V.R.C. defeated Kowloon by five clear goals in the Water Polo League fixture. The game was one-sided throughout and the final score was a good indication of the merits of both sides.

The teams were as follows:—

V.R.C.:—Silva, Netto, Soares, Zimmern, Remedios, C. Roza Pereira, L. Roza Pereira, and Laing.

Kowloon:—G. Angus, Witchell, Stoker, E. Railton, M. Railton, Simpson, and Paget.

* * *

Two Second Division games were also played. The first resulted in victory for the V.R.C. "A" against the Borderers by five goals to one in a match which displayed more individual dash than combined movements. The second match produced the best sport of the evening when the 12th Heavy Battery, R.A. beat the Chinese Athletic by the odd goal in three after a very close game between two teams of an equal standard.

Full results were as follow:—

Division I.

V.R.C. 5; Kowloon 0.

Division II.

V.R.C. "A" 5; Borderers 1.

12th Heavy Battery, R.A. 3; Chinese A.C. 2.

UNIVERSITY SHOW BRILLIANT FORM.

SOUTH CHINA BEATEN

5 Matches Abandoned Owing to Rain.

NO "C" SURPRISES.

Although rain held up play in the Lawn Tennis League programme yesterday afternoon no fewer than seven fixtures were completed. The most sensational result was produced at Pokfulam where the University ran riot at the expense of the Kowloon C.C., and won all nine sets comfortably. The Indian R.C. defeated the South China A.A. by six sets to three, and the Club de Recreio and the Civil Service C.C. both won their matches by a similar margin.

In the "C" Division no surprise results were registered, the Indian R.C. easily defeating the Radio S.C. and the Kowloon C.C. and the Club de Recreio gained substantial victories.

The following matches had to be abandoned on account of the rain:

"B" Division—Army Tennis Club v. Nippon Club, M.B.K. v. United Services R.C.

"C" Division—Y.M.C.A. v. University, Kowloon Indian T.C. v. Deutscher Club, South China A.A. v. Chinese R.C.

The full results of yesterday's matches were as follow:—

"B" DIVISION.

I.R.C. Victorious.

Playing at Sookunpoo the Indian Recreation Club defeated South China A.A. by 6 sets to 3.

Scores:—

A. A. Rumjahn and J. S. A. Curreem (I.R.C.):—
beat Chan So and Li Yu-wing . 6-1
beat Szeto Bick and Ng Sau-Kwan 6-1
beat Wong Siu-wing and Lam On-kwok 7-5

A. H. Rumjahn and A. H. Madar (I.R.C.):—
lost to Chan So and Liu Yu-wing 2-6
drew with Szeto Bick and Ng Sau-kwan 6-6
lost to Wong Siu-wing and Lam On-kwok 2-6

A. R. Minu and F. D. Pereira (I.R.C.):—
beat Chan So and Li Yu-wing . 6-2
drew with Szeto Bick and Ng Sau-kwan 6-6
beat Wong Siu-wing and Lam On-kwok 6-2

University Brilliant.

The Hong Kong University defeated the K.C.C. by nine matches to nil on the University courts.

Scores:—

D. J. N. Anderson and G. E. Yeoh (University):—
beat Segalen and Pinguet 6-3
beat Brown and F. Zimmern . . 6-1
beat Hambly and Legge 6-1

Y. F. Kew and H. N. Lee (University):—
beat Segalen and Pinguet 6-2
beat Brown and Zimmern 6-0
beat Hambly and Legge 6-3

F. Y. Khoo and T. K. Lien (University):—
beat Segalen and Pinguet 6-2
beat Brown and Zimmern 6-3
beat Hambly and Legge 6-1

H.K.C.C. Defeated.

The Club de Recreio, on their own courts, beat the Hong Kong Cricket Club by 6 sets to 3.

Scores:—

Yvanovich and Silva (Recreio):—
beat Marseilles and Owen Hughes 6-4
lost to Stark and Bowker 1-6
lost to Henderson and Monoghan 1-6

A. Gosano and Barretto (Recreio):—
beat Marseilles and Owen Hughes 6-4
beat Stark and Bowker 6-3
beat Henderson and Monoghan . 6-4

F. J. Remedios and J. Remedios (Recreio):—
drew with Marseilles and Owen Hughes 6-6
drew with Stark and Bowker . . 6-6
beat Henderson and Monoghan . 6-2

Civil Servants Win.

The Civil Service Cricket Club defeated the Craigengower Cricket Club by 6 matches to 3 on the latter's ground.

Scores:—

McDougal and Tufton (C.S.C.C.):—
lost to Leonard and Hachiuma 3-6
lost to Kitchell and Lai 4-6
beat Howard and Li 6-2

Bradley and Bendall (C.S.C.C.):—
beat Leonard and Hachiuma . . 6-4
beat Kitchell and Lai 7-5
beat Howard and Li 6-0

Valentine and Pengelly (C.S.C.C.):—
lost to Leonard and Hachiuma . 4-6
beat Kitchell and Lai 6-3
beat Howard and Li 6-2

"C" DIVISION.

K.C.C. Revival.

The Kowloon C.C. defeated the Civil Service C.C. by six matches to three.

Scores:—

C. Bailey and N. A. E. Mackay (K.C.C.):—
beat V. H. Freeman and C. Anderson 6-1
beat G. W. Burnet and H. J. Best 6-3
beat J. H. Omerod and H. E. Evans 6-4

G. C. Burnett and G. A. White (K.C.C.):—
beat V. H. Freeman and C. Anderson 6-2
beat G. W. Burnet and H. J. Best 6-0
beat J. H. Omerod and H. E. Evans 6-4

R. S. Capell and R. A. Carroll (K.C.C.):—
lost to V. H. Freeman and C. Anderson 1-6
lost to G. W. Burnet and H. J. Best 4-6
lost to J. H. Omerod and H. E. Evans 1-6

Recreio Successful.

The Club de Recreio beat the Hong Kong Cricket Club on the former's courts by 6½ matches to 2½.

Scores:—

Remedios and Ribeiro (Recreio):—
lost to Herridge and Wright . . 5-7
beat Reed and Beck 6-1
beat Barton and Gordon 6-1

Remedios and Noronha (Recreio):—
lost to Herridge and Wright . . 5-7
beat Reed and Beck 6-4
beat Barton and Gordon 6-4

Rocha and Noronha (Recreio):—
drew with Herridge and Wright 3-3
beat Reed and Beck 6-3
beat Barton and Gordon 6-3

Points for I.R.C.

At Sookunpoo the Indian Recreation Club defeated the Radio Sports Club by 6½ matches to 1½, one match not being played.

Scores:—

J. S. Ackber and S. A. Ismail (I.R.C.):—
beat H. Chanson and T. L. Chan 6-1
drew with W. Wu and Y. T. Man 3-3

A. H. Madar and S. A. R. Bux (I.R.C.):—
beat H. Chanson and T. L. Chan 6-3
beat W. Wu and Y. T. Man . . 6-2
beat G. Sing and W. Abbas . . 6-3

A. R. Minu and A. Rahman (I.R.C.):—
beat H. Chanson and T. L. Chan 6-4
lost to W. Wu and Y. T. Man . 3-6
beat G. Sing and W. Abbas . . 6-0

SEEDING OF TENNIS CHAMPIONS.

WIMBLEDON DRAW.

Austin and Perry Among Elite.

U.S. CONTENDERS.

London, Yesterday.

For the first time since the seeding system was introduced at Wimbledon two Britons are included in the select eight, a quick glance at which indicates that Jean Borotra and F. J. Perry have the final claims. Henri Cochet, however, who is not displaying convincing form, cannot be ignored.

Cochet heads the top half with Sidney Wood (United States), C. Boussus and Perry. At the bottom are Borotra, Jiro Satoh, Frank Shields (United States) and H. W. Austin.

Cochet meets Nigel Sharpe; Shields meets P. D. B. Spence, the South African; Sidney Wood meets Singh, the Indian player; Gregory Mangin meets Lyttleton Rogers; the Irish Davis Cup player; Lott meets Berthet, a French player. Austin meets the Malacek, an Austrian contender; and Hughes meets Glover.

The women in the seeded list are Fraulein Aussem, Mrs. Wittingstall, Mme. Mathieu, Miss Mudford, Miss Betty Nuthall, Miss Helen Jacobs, Mlle. Krahwinkel, and Senorita D'Alvarez.

The American first ranking player, Mrs. Harper, meets Miss Thomas, and Betty Nuthall meets the French-woman, Mlle. Berthet.

Those prominent seeded players whose opponents are not mentioned are opposed to the "Smaller fry".—Reuter.

LAWN BOWLS.

OPEN SINGLES CHAMPIONSHIP GAME.

HYDE-LAY v. SHERRIFF.

In the Open Singles Championship A. Hyde-Lay (K.C.C.) on his own green met G. H. Sherriff (K.B.G.C.). The former early established a good lead, which was enlarged to 15—6 after eleven heads had been played. Sherriff scored on five heads in succession and reduced the gap to 15—14. His opponent got a 3, to which he responded with a couple of 2's and a single, putting him in the lead by 19—18. Hyde-Lay got three singles in succession, which made him the winner by 21—19.

The survivors of the preliminary round so far are:—

Hampton, K.C.C.
Hyde-Lay, K.C.C.
McLeod, Taikoo.
Rumjahn, C.C.C.
Ward, C.C.C.

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At 2.30, 5.20, 7.20 & 9.20

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At 2.30, 5.15, 7.15 & 9.20

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HELL'S ANGELS
The first multi-million dollar talking picture
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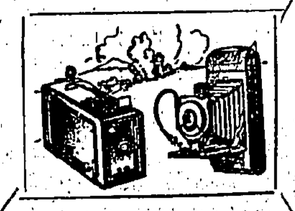

To
2, WYNDHAM STREET,
3rd floor.

BOBBY JONES AND HIS SECRETS.

Keen Theorist Gives His Opinions.

PUTTING DETAILS.

To no one has Bobby Jones, America's champion golfer, confided so much as to Dale Bourn, the British amateur champion, who has just returned from a long stay in America, writes C. B. Macfarlane in the Evening News.

Bourn competed in the America Amateur Championship in which Jones won his fourth national championship that season.

Bobby Jones is a keen theorist, and he told Dale Bourn, in the rooms which they shared, that he thought one of the chief reasons why British golfers are not consistent was due to the fact that their back-swing is not long enough.

Plenty of Time.

He went on to explain that he likes to feel that the clubhead has dipped below the horizontal at the end of the back swing. "From that position," he said, "I get plenty of time to gather clubhead speed without undue hastening or tightening up of the muscles. And with the hands well up they make so wide an arc that I also get time to correct any little fault of balance or a slipping foot.

"My wrists are coiled up like a spring, and I can keep them coiled until the very last moment before impact."

This is the method of all the best golfers, who keep their wrists coiled until the hands are at about the level of the right hip in the down swing. Weak driver, on the other hand, release the wrist action too soon.

Most of us know of this movement, but few are aware that the first body move made by the world champion after he gets to the top is a push forward of the left hip towards the green.

How the Body Moves.

The body does not start to unpivot with the beginning of the down swing. It is pushed forward, the left knee being thrust well towards the line of flight. Together with this push, the hands naturally fall a trifle, but the arms are held in close to the body, especially the left arm, which is not only straight, but rather tightly pressed into the side, so that a golf ball under the left armpit would stay until the shot had been struck. This is simply another way of getting the left heel down early.

These, are golf secrets which will interest every golfer. And many will be amazed to learn that Bobby Jones does not make any difference whatever between the method with which he plays his irons and his other strokes.

Waiting for It.

"I swing the irons," he said, "just as I do the driver and brassie, and I swing them back quite far for the long shots.

"When I play my driving mashie I can feel the club swinging on the wrists at the top. And I can feel a bit of that even in the shorter shots. I try not to hit them quickly and snappily, but to wait until the clubhead is well on the way down before attempting to impart speed to it.

"It seems to gather up quite sufficient pace when swung back far enough."

Dale Bourn here pointed out how often Jones insisted on a wide and long back swing even for the irons. Many in this country have been told the iron shot is more of a hit than a swing, but the best American stylists are copying Bobby Jones slavishly, not only in this, but in keeping the feet together to make a narrow stance.

In every shot Jones turns his head away from the ball until he looks at it almost solely with the left eye. He does this in putting, and he explained that he did so because he likes to see the back of the ball, where the clubhead is to strike it.

Dale Bourn thought this was also a good idea for keeping one's eye on the ball, and when he tried it it did stop from looking too quickly at the hole—a fault which so many golfers commit quite unknowingly in their anxiety to see the ball drop.

A Putting Hint.

The most interesting points of this discussion are, I think, the push forward of the left knee and hip towards the fairway in the tee shot, and the last hint of all for putting.

Most golfers stand over the ball and look down on the top of it, but here is the best putter in America telling us that he looks at the spot which he wants to strike.

This style gives a sight of the line from the ball to the hole along which the ball has to roll and it gives the player a better idea of the initial start of the ball along its true line.

Most golfers would welcome a putting tip which would get the ball into the hole more often in one stroke. Here is the secret of the champion of all golfers and I would not hesitate to put him in a class by himself as the very best putter among either amateurs or professionals.

SIR THOMAS LIPTON RECOGNISED.

Member of the Royal Yacht Squadron.

BELATED ELECTION.

Sir Thomas Lipton at long last has been elected a member of the Royal Yacht Squadron. For years it has been the wonder of the yachting world why he was not elected when he has spent £500,000 in the sport, and is easily the most famous owner living. Moreover, he is a member of 16 other yacht clubs. Sir Thomas Lipton was 81 on May 17. Apparently the years have obliterated the memory that he began life as a grocer, so he has been elected to a club which has the reputation of being the most exclusive in the world.

Our Sports Diary.

LOCAL.

WATER POLO—To-morrow—Division I.—Navy v. Chinese Bathing Club, 6 p.m.; Division II.—V.R.C. "B" v. Kowloon "B", Royal Signals v. University, 6.30 p.m.

LAWN TENNIS—Saturday—"A" Division—
M.B.K. v. H.K.C.C.
I.R.C. v. S.C.A.A.
K.C.C. v. C.R.C.
"B" Division—
Recreio v. Nippon Club.
H.K.C.C. v. I.R.C.
K.C.C. v. S.C.A.A.
C.C.C. v. A.T.C.
University v. U.S.R.C.
"C" Division—
Y.M.C.A. v. Deutscher Club.
University v. C.C.C.
C.R.C. v. A.T.C.
Recreio v. C.S.C.C.
S.C.A.A. v. H.K.C.C.
R.S.C. v. K.I.T.C.
LAWN BOWLS—Saturday—
Division I.—
Police v. Taikoo.
K.C.C. v. C.C.C.
Kowloon Dock v. K.B.G.C.
C.S.C.C. v. Recreio.
Division II.—
Taikoo v. C.S.C.C.
Recreio v. Yacht Club.
K.B.G.C. v. K.C.C.
C.C.C. v. H.K. Electric.

HOME.

CRICKET—To-day and To-morrow—
M.C.C. v. Kent.
Sussex v. Notts (Friendly).
Lancashire v. Glamorgan.
Northants v. Middlesex.
Yorkshire v. Hampshire.
Warwickshire v. Surrey.
Derbyshire v. Essex.
Leicester v. Worcester.
Minor Counties v. New Zealand.
Saturday, Monday and Tuesday.
Middlesex v. Yorkshire.
Essex v. Surrey.
Sussex v. Cambridge U.
Lancashire v. Gloucester.
Worcester v. Somerset.
Glamorgan v. Warwick.
Northants v. New Zealand.
Notts v. Kent.
Derby v. Hampshire.
LAWN TENNIS—To-day to Saturday—Queen's Club Open Championships.
To-morrow—Fourth round of Davis Cup to be completed.
RACING—To-day—Ascot Gold Cup.
Sunday—Grand Steeplechase de Paris.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	11¼
Bank, on demand	11¼
Bank, 4 months' sight	11 5/16
Credits, 4 months' sight	11 15/16
Documentary, 4 months' sight	1/- 1/16
On Paris—	
On demand	532½
Credits, 4 months' sight	622½
On Berlin—	
On demand	Nom.
On New York—	
On demand	22 13/16
Credits, 60 days' sight	23 15/16
On Bombay—	
Wire	63¼
On demand	63¼
On Calcutta—	
Wire	63¼
On demand	63¼
On Singapore—	
On demand	40½
On Manila—	
On demand	45⅞
On Shanghai—	
On demand	T79½
Dollar	71½% dis.
On Yokohama—	
On demand	46⅛
Sovereigns (Bank's buying rate)	11⅞
Silver (per oz.)	12⅜
Bar Silver in Hong Kong	¾% prem.
Copper Cash	Nom.
Copper Cents	3% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin	24½% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

	Rugby, Yesterday.
Paris	124.20½
New York	4.86 11/32
Brussels	54.94½
Geneva	25.04¼
Amsterdam	12.08¾
Milan	92.91½
Berlin	20.49
Stockholm	18.15
Copenhagen	18.16½
Oslo	18.16½
Vienna	34.60½
Prague	164¼
Helsingfors	193⅜
Madrid	48.27½
Lisbon	110⅛
Athens	175
Bucharest	817
Rio	3 27/32
Buenos Aires	34 3/16
Montevideo	28½
Bombay	1/5¾
Shanghai	1/2
Yokohama	2/- ⅜
Hong Kong	11¼
Silver Spot & Forward	12⅜

—British Wireless Service.

STRIBLING BEGINS TRAINING.

Championship Fight with Schmeling.

HARD DAY'S WORK.

Ochlocknee, Ga., May 2.

W. L. (Young) Stribling began training here to-day for his heavyweight championship fight with Max Schmeling. Stribling played 18 holes of golf, used a skipping rope, worked on the heavy bag, boxed three rounds with sparring partners and finished off the day with another 18 holes of golf.

GOLF.

ADAMSON CUP FOR JUNE.

In the qualifying round of the Adamson Cup for June, at Happy Valley, E. Moore 86—12=74 qualified.

Other scores were:—J. Laing 88—13=75; J. H. Gelling 92—17=75.

I suspect that phrase, "brighter cricket." Probably every cricketer does, for it seems to imply wild hitting and other methods which are really not cricket at all.—Lieut.-Col. D. C. Robinson.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 18th June, 1931.

Next Settlement Day, Tuesday, June 23rd.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid	
Banks.							
Hong Kong Bank	$ 2005	...	...	...	Dec.	Final $3 bonus $1 a/c 1930 ex. 1/1¼ = $78.14	Mar. 31
Chartered Bank	£ ...	...	...	12½	Dec.	Fin. 7/- bonus 6/3 Subject to T/Tax making 9/3 for 1930	Mar. —, 31
Mercantile Bk., A&B.	£ ...	...	...	20½	Dec.	Fin. 20/- a/c 1930 less T/Tax...	Apr. —, 31
" C.	£ ...	...	...	12½			
Bank of Asia	$ ...	...	...	125	Dec.	$3 for 1930	Feb 28, 31
Insurances.							
Canton Ins.	$ ...	2490	...	...	Dec.	Fin. $42 bon. $10 for 1929 Interim $18 a/c 1930 = $60	May 15, 31
Union Ins.	$ ...	...	...	610	Dec.	Final 16/- for 1929 Interim 24/- a/c 1930 = $42	May 29, 31
*China Underwriters	$ 5½	..	...	...	Dec.	None	...
China Fire Ins.	$ 675	...	...	...	Dec.	Final $9 bonus $6 and $14 for 1929 Interim $8 a/c 1930 = $33	May 29, 31
H. K. Fire Ins.	$ ...	...	...	1365	Dec.	$50 and bonus $10 making $60 for 1929	Mar. 26, 31
Shipping.							
Douglases	$ ...	...	...	24½	Dec.	Last dividend for 1924	...
H. K. Steamboats	$ ...	...	...	25	Dec.	$1.50 for 1929 None for 1930	Mar. 4, 30
Indo-China (Pref.)	$ ...	...	...	40	Dec.	12/- ex. 2/-) on preferred for 1924 and 1925	June 19, 29
" (Def.)	$ 30	...	...	...		Last dividend for 1921	...
Shell Transports	£/- ...	...	...	£6 0/10½	Dec.	Final 1/6 Coupon No. 53 free T/Tax a/c 1930	Pending
Union Waterboats	$ 28½	...	...	...	Dec.	$1.50 for 1930	Mar. 31, 31
Mining.							
Benguet	$ 9½	...	...	...	Dec.	Interim 25 centavos a/c 1931	Mar 31 31
Kailan Mining Ad.	£/- ...	...	...	28/9	June	Fin. 4% free T/Tax Coupon 28 making 9% for year 30-6-30	Dec. 20, 30
Langkats (Single)	Tls. ...	...	...	4.95	Oct.	T. 0.50 for year 31-10-30	May 8, 30
Shai Exploradon	Tls. ...	...	...	2	Dec.	None	...
" Loans	Tls. ...	...	...	4½	Dec.	Final T. 0.25 making T. 0.50 for 1930	Feb. 6, 31
*Raubs	$ ...	381	...	...	Mar.	Third Int. 1/- a/c year 31-3-31	Mar. 16, 31
Venezuela Gold Fields	$ ...	9	...	...	...	...	...
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves	$ 167½	...	167	...	Dec.	$2 for 1930	Mar. 19, 31
H. K. & W. Docks	$ ...	...	...	32	Dec.	Last dividend for 1924	...
South Ch. Motors	$ ...	...	...	10	...	...	...
*China Providents (old)	$ 5¾	...	5.80	...	Dec.	10 cents on old 01¼ cents on new for 1930	April 8, 31
" (new)	$ 2.65	...	2.70	...			
Hongkews	Tls. ...	...	...	285	Dec.	Fin. T. 11 mak. T. 14 for 1930	May 4, 31
N. Engineerings	Tls. ...	...	...	6	Dec.	T. 0.25 for 1930	Mar. 4, 31
Shanghai Docks	Tls. ...	...	113*	...	Apr.	T. 7 for year 31-3-30	July 30, 30
Lands, Hotels & Buildings.							
*H. K. & S. Hotels	$ 17½	17.70	(17.55/.65)		Dec.	50 cents for 1930	Apr. 16, 31
" (E.R.)	$ 26	...	...	...			
" (Rts.)	$ 5.60	...	...	...			
H.K. Lands	$ 92½	...	...	...	Dec.	Final $2 making $4 for 1930 and $1 on new issue	Feb. 10, 31
Shanghai Lands	Tls. ...	40½	...	...	Dec.	Final T. 10 making T. 21 for 1930 on old shares	Mar. 19, 31
Humphreys (old)	$ 21.30	...	...	...	Dec.	80 cents for 1930	Feb. 24, 31
" (new)	$ ...	...	...	21			
H. K. Realties	$ 14½	...	...	...	Dec.	Final 20 cents making 50 cents for 1930	Apr. 15, 31
Chinese Estates	$ ...	...	...	90	Feb.	$5 for year 28-2-30	July 21, 30
Cotton Mills.							
*Ewo Cotton	Tls. 14	...	(14.20*)	...	Dec.	T. 0.75 for 1930	Mar. 12, 31
Shanghai Cotton	Tls. 08½	...	...	...	(Apr. and Oct.	T. 3-25 for half year 30-4-31	May 27, 31
Zoong Sings	Tls. ...	...	...	10½	June	T. 0.80 for year 30-6-30	Oct. 11, 30
Public Utilities.							
*H. K. Tramways	$ 21.80	...	...	...	Dec.	Final of 10 cents making 80 cents for 1930	Feb. 27, 31
Peak Trams (old)	$ ...	...	...	14	Apr.	(30 cts. on old) for year (40 cts. on new) 30-4-31	June 16, 31
" (new)	$ ...	...	...	6.60			
Star Ferries	$ ...	90	...	...	Dec.	$4 for 1930	Feb. 18, 31
*China Light	$ 26½	...	...	...	Sept.	Final 50 cts. a/c yr. 30-9-30	Dec. 15, 30
H. K. Electric	$ 82	...	82	...	Dec.	$2.50 for 1930	Mar 18, 31
Macao "	$ ...	...	...	23	Dec.	...	...
Sandakan Lights	$ ...	...	...	12	June	None	...
H.K. Tels. fully paid	$ 52	...	...	...	Dec.	Final 8% making 10% a/c 1930	Mar. 11, 31
" part paid	$ ...	37	37	...			
China Buses	Tls. ...	...	...	18.60	Dec.	T. 0.90 for 1929	Feb. 25, 30
S'pore Tractions (Ord.)	s/- ...	...	...	3/9	Sept.	1/4½ on preference shares Subject to income tax	Feb. 6, 31
" (Pref.)	s/- ...	...	...	19/-			
Yaumati Ferries	$ 26	...	...	...	...	$1.40 for 1930	Pending
Industrials.							
China Sugars	$ ...	...	...	0.70	...	In Liquidation.	...
Malabon Sugars	$ ...	...	...	39	Dec.	Ps. 4.50 for 1930	Mar. 4, 31
Cald: Macg. Ord.	Tls. ...	...	...	14	Dec.	T. 1 Tr. 0.50 for 1930	Mar. 27, 31
" Pref.	Tls. ...	...	...	10½			
Canton Ices	$ 6½	...	...	...	July	None	...
*Cements (com.)	$ 21	...	20.95	...			
" (old)	$ 14	...	...	...	Dec.	120 cents on old 10 cents on new for 1930	Mar. 18 31
" (new)	$ 6½	...	...	...			
H. K. Ropes	$ 21½	22	21½	...	Dec.	75 cents for 1930	Mar. 27, 31
Stores, &c.							
Dairy Farms	$ 31½	...	31½	...	Dec.	$1.50 for 1930	Mar. 18, 31
Watsons	$ 15.10	...	...	...	Oct.	75 cents for year 31-1-31	Mar. 16, 31
Der A Wings	$ ...	...	...	1	...	...	...
Lane Crawfords	$ ...	...	...	8	Feb.	Last dividend for year 28-2-30	...
Mackintoshs	$ ...	...	...	18	Feb.	$2 for year 28-2-31	Apr. 30, 31
Sincere's	$ ...	...	...	14½	...	...	...
Wm. Powells	$ ...	...	x.div.	4.50	Feb.	20 cents for year 28-2-31	June 17, 31
Miscellaneous.							
H.K. Amusement (old)	$ ...	...	...	21½	Mar.	$2.50 for year 31-3-30	Sept. 27, 30
" (new)	$ ...	...	...	29½			
Ch. Entertainment	$ ...	...	...	17½	...	...	...
H. K. Constructions	$ 9½	...	...	...	Dec.	30 cents for 1930	Apr. 22, 31
B. Ind. G.$ Bonds	$ 78%	...	...	...	...	...	...
H. K. Govt. Loans	$ 3%	Prem.	...	...	...	Interest half yearly	...

*Speculative shares. *Sales to Shanghai.

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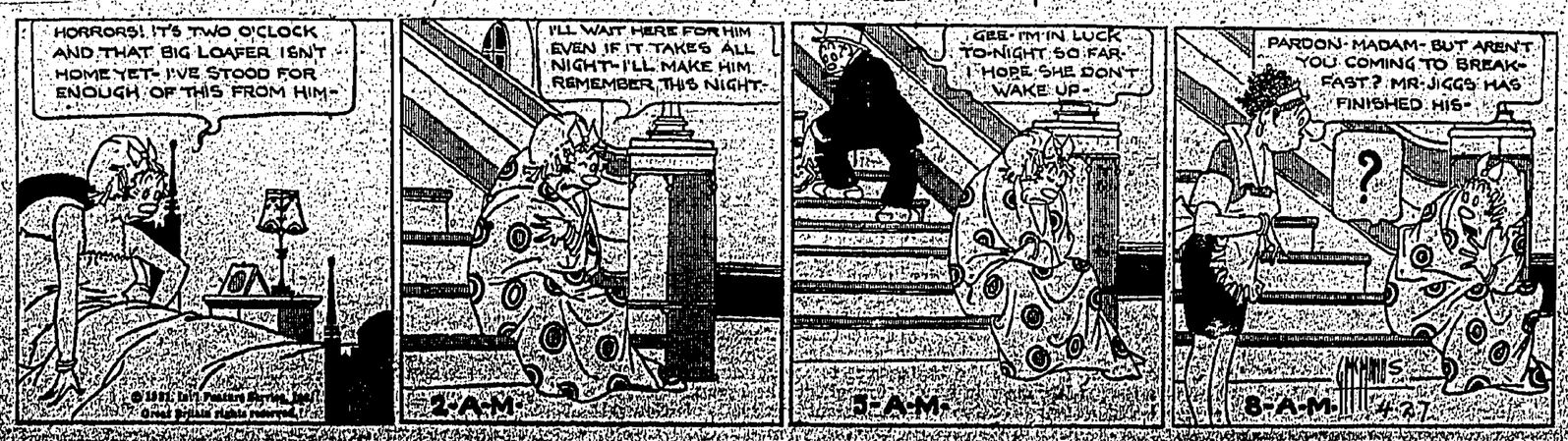

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MOTORISTS THIS IS YOUR PAGE

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PRINCIPLE TYRES

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A SUPER-TYRE WITH NO COMPETITORS.

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87 H.P.

New Willys-Knight Engine.

The 1931 Willys-Knight engine takes front rank as the most powerful of any type ever developed by the Willys-Overland Company, the world's largest builder of Knight engined cars. Because of the highly satisfactory performance of this engine over a period of more than a year, it is unchanged except for a few improvements making it a smoother and quieter engine.

It has an output of 87 horsepower and a top speed of 78 miles an hour.

The great resources of Willys-Overland, its complete manufacturing facilities and long experience have been major factors in developing such a highly efficient power plant to sell at the low prices.

The 1931 progress in the Willys-Knight field has not been confined to the power plant, however. Combined with the smartly designed and larger bodies, the company's current offering represents the greatest value ever offered in more than fifteen years' Willys-Knight history. Compared with the corresponding car of last year, the new model is more than one-third lower in price.

No detail has been overlooked to place this Willys-Knight in a conspicuous position, both from a viewpoint of appearance as well as performance and lower price range. The body lines are long, sweeping and graceful presenting an appearance of quality and smartness. The wider tread and the longer wheelbase of 121

(*Continued at foot of next Column.*)

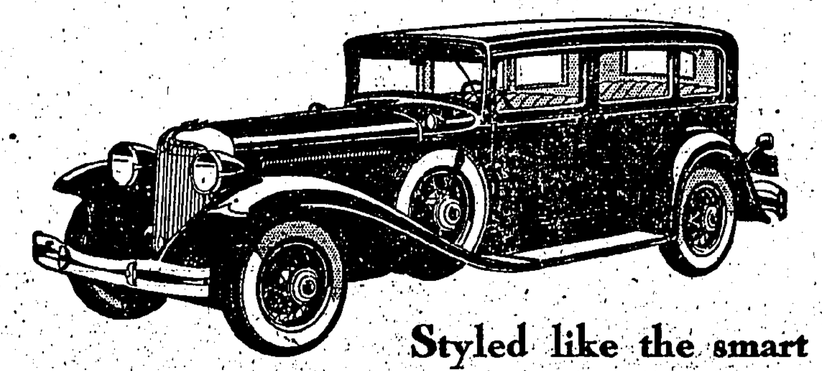
ARRIVING SHORTLY

SEE THIS CAR BEFORE YOU BUY

AN ENTIRELY

NEW

CHRYSLER SIX



Styled like the smart

Chrysler Eights—a Big Car—with Big Power

Chrysler has news for you.

A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

GRUELLING RACE.

Low Priced Six Beats Large Field.

Pitted against a field comprising all the most popular makes of cars, two standard low priced Willys Sixes raced to first and second places in the annual thrilling mountain race from Mexico City to Puebla. The winning Willys six covered the course of 75.8 miles in 75 minutes, 45 seconds.

The latest performance of power, speed and stamina is a duplication of the Pikes Peak race in which two stock Willys Six roadsters raced to first and second places up the steep mountain side in the 1930 hill climbing classic, and follows closely on the record recently established by a stock Willys Six which clipped 38.3/5 seconds off the former record for climbing the steep Mount Baldy grade in California.

For years the mountain race between Mexico City and Puebla has been accepted as one of the most gruelling tests of a car's power, speed, safety, inbuilt quality and stamina, more than 50 per cent. of the route being a steep climb over the mountains.

Leaving Mexico City the rise is rather gradual for about twenty miles and then the climb begins, the ascent being at a grade of about 7.22 per cent. The highest point reached is about 10,486 feet above sea level which means that because of the changing altitude the carburetion must be perfect.

The remarkable mile-a-minute average maintained by the winning Willys Six over the race course is a tribute to its ability to give outstanding performance under the most severe conditions. The matter of safety was another feature of the Willys Six performance. Although there were many sharp curves on the course, the low centre of gravity of the car enabled it to hug the ground and negotiate the turns at high speed and without danger.

The latest Willys Six performance, coupled with the Pikes Peak victory and the record-smashing climb up Mount Baldy, place this popular Willys-Overland product in a conspicuous position in the field of low priced sixes, assuring buyers that they are receiving a car that has definitely proved its power, speed, safety and performance under most trying conditions.

MOTOR CYCLES IN TRAFFIC.

"There has never been any doubt," says "Carbon" in Motor Cycling, "that the unrestricted vision one obtains from a motor-cycle makes driving, especially in traffic, very much more easy than in cars, when screen pillars and long, high bonnets so often make blind spots. Another point on which we score was brought home to me one Sunday evening recently, when, to my sorrow, I was going away from town against the incoming stream of traffic. I noticed that when car drivers wanted to overtake they had to pull out quite a way towards their wrong side before they could see if the road was clear.

"In a stream, when everyone thinks they can go a wee bit faster than the man in front, it means that half a dozen cars travel in echelon formation, the last being hopelessly on his wrong side. A motor cyclist has to need to do this — a slight outward movement of the body and a little craning of the neck enables him to see around the vehicle in front without pulling out of his proper place."

GOOD PROGRESS.

Auburn and Cord Cars.

Auburn Automobile Company shipped 4,467 Auburn and Cord front drive cars in the first 26 days of March as compared with the 1,644 for the same period in 1930, Mr. R. H. Faulkner, President, announced.

Total number of cars shipped by company since January 1, is 10,475 or 78 per cent. of the entire total of 13,693 shipped in 1930: Shipments will pass the 5,000 mark for the full month of March.

Production has steadily risen since the first of the year, Faulkner said, with the company still behind in order. January production and shipments were 2,041 as against 1,632 in the same month of 1930 with February at 4,052 as compared with 1,768 in February last year and 2,339 in February, 1929 record production year of the company.

All plants of the company are now operating at capacity, Faulkner said, with most departments on a ten-hour basis. The Auburn plant at Connersville is averaging better than 200 Auburn cars daily and an additional 65 Auburn cars are being produced daily at the plant in Auburn, Indiana.

Sales to nineteen of the company's distributors by March 21 of this year have been 87 per cent. of the total for 1930, with eight of these distributors having already sold more Auburn and Cord cars in the slightly less than three months' period than during the entire year of 1930:

Cities represented by these distributors with deliveries for both periods are:

	First 85 days 1931	12 months 1930
Chicago	1,000	1,089
New York ..	1,578	2,653
Los Angeles .	744	567
San Francisco	392	395
Milwaukee ...	301	196
Philadelphia .	675	835
Detroit	217	180
Cleveland ...	323	528
Columbus ...	166	71
Pittsburgh ..	485	269
Boston	514	708
Washington .	102	122
Dayton	82	47
Cincinnati ...	123	173
St. Louis	235	95
Kansas City .	154	145
Toronto	119	130
Montreal	142	196
Rotterdam ...	91	160

THE OLDSMOBILE.

Breaks All Sales Records.

The public's enthusiastic acceptance of the new 1931 Oldsmobile is definitely indicated by the fact that Oldsmobile sales, during the New York Automobile Show when the car was introduced, broke all records of the past four years.

Three times as many cars were sold to visitors at the Oldsmobile exhibits during the week of the 1931 show as were sold during the same period at the 1930 show. Before closing hour on the fourth day of the show, sales had exceeded the previous year's mark, with a new record for the week assured.

Attendance at the Oldsmobile exhibit likewise established a record, crowds thronging the prominently located Oldsmobile display at all times.

Interest in the new models centred in the numerous improvements with which the 1931 Oldsmobile was heralded as an outstanding "value-offering." The 40 improvements in the new Oldsmobile were favoured with wide interest by show visitors. The new body designs and equipment, the syncro-mesh transmission with quiet second gear, and the new downdraft carburettor were the outstanding factors in sales.

"Value" appears to be the watchword of the buyer this year. Prices and improvements are apparently being more carefully weighed than in any year within memory; and with Oldsmobile's numerous advancements with which to meet the public demand for increased value, together with its successful debut at the shows, Oldsmobile officials state that enthusiasm and confidence in the prospects for the year to come are being felt throughout the organisation, an important division of General Motors.

3,217 MILE DASH.

Harassed by Storms and Bad Roads.

Harassed by storms, bad roads and almost impassable detours, R. C. Merry and E. V. Dynes of Oakville, Ont., recently completed a 3217 mile dash from Toronto, Ont., Vancouver, B.C., in a standard Ford coupe in 95¼ hours elapsed time and 86½ hours actual driving time.

The coupe had 20,290 miles to its credit before the gruelling trans-continental trip was attempted but engineers at the East Windsor, Ont., plant of the Ford Motor Company of Canada, Ltd., who examined the car when Merry and Dynes returned, reported both its chassis and engine in excellent condition in spite of the strains to which they were subjected.

Leaving Toronto at 11 p.m. September 4, Merry, a printing ink salesman, and Dynes, and automobile salesman, accomplished the first leg of their trip, 1,615 miles to Winnipeg, in less than 36 hours, maintaining an average of 40.3 miles an hour in spite of fogs, bad roads and even a cloudburst.

Pushing on, the two men passed Lethbridge, Alta., at 10.05 a.m. September 7, having travelled 2,263 miles. A few miles out of Lethbridge they encountered an exceptionally bad detour. Here a stop to replace two rear tyres was necessary.

Ten miles west of Macleod, Alta., while they were driving 68 miles an hour to regain time lost on a wrong road, a prairie chicken crashed into the windshield. The Triplex shatterproof glass in the windshield saved Merry and Dynes from serious injury.

Reaching Kushancok, B.C., at the foot of the Kootenay Lakes at 7.25 p.m. September 7, 90 minutes were lost waiting for a ferry to Nelson. E. C. Merry whiled away part of the time amazing and amusing tourists by standing a nickel coin on edge on the radiator cap. The idling motor hummed so smoothly it failed to disturb the coin.

At 10.15 p.m. that night, Merry and Dynes resumed their westward dash at Nelson, arriving in Vancouver at 6.15 p.m. September 8. Returning the two men maintained much the same speed average, covering one lap of 814 miles from Winnipeg to Manitowoc, Wisconsin, in 19 hours.

"Throughout the entire trip, the car performed excellently and no mechanical trouble of any nature was experienced," said Merry. "The return trip was made without any overhaul or repair work, other than the usual greasing and minor adjustments which a car should receive every 1,000 miles.

CHEVROLET SERVICE

Circles the Entire Globe.

A third of the circumference of the globe separates the world's northernmost and southernmost automobile dealers. Both, coincidentaliy, are Chevrolet dealers.

Up in the sub-Artic, 69 parallels of latitude remote from the equator, where the Aurora is so vivid it seems to emit a hissing, saddening sound of loneliness, and the reindeer is still the chief means of transportation, A/S Anco sells Chevrolets, in Horstad, Norway. It is an outpost of civilization. Fewer than six hamlets are nearer than Horstad to the North Pole.

More than 8,500 miles to the south, practically at the tip of South America, V. Camello operates the southermost automobile dealership, at Porvenir, in what has been called the bleakest spot on the globe, the eternally gale-lashed island of Tierra del Fuego. Porvenir rests on the 57th parallel of latitude less than ten degrees from the Antartic circle. With a single exception it is the most southerly town in the world. There is also a Chevrolet dealership across the stormy Straights of Magellan, at Magallenes, formerly Punta Arenas, famed in maritime tales and history and a veritable haven to sailors navigating the nearby seas, the stormiest known anywhere.

Thus, the automobile has circled the earth with a band more than 8,500 miles wide. The automobile in a generation has penetrated and gone beyond the regions of the reindeer in the north and the llama in the south. While not a great many cars are found in these remote sections, nevertheless automobile ownership and operation has reached virtually the top and bottom of the globe.

CHRYSLER CARS.

World Market Position Strengthened.

Chrysler Motors exports strengthened their hold on world markets in 1930 with 14.28 per cent. of the total automotive export business against 12.01 per cent. in 1929.

This information was contained in a statement issued by W. Ledyard Mitchell, chairman of the board, Chrysler Export Corporation.

That this marked increase in percentage of total automotive export business was made in the face of great difficulties was pointed out in the statement.

"World markets in 1930," said Mr. Mitchell, "showed an appreciable drop from 1929. This is true, not only in the automotive line but in practically every other channel of business.

"The position of Chrysler in the export field has always been strong and its increase in a year of depression over what is considered one of the greatest years ever enjoyed by American enterprises, 1929, is therefore all the more significant.

"Our ability to increase our percentage of the total automotive export business reflects great credit on our overseas' dealer organisation handling Chrysler, Dodge, De Soto and Plymouth passenger cars and Dodge trucks. In the face of an uncertain world-wide economic condition they intensified their sales efforts and were successful in materially strengthening their position.

"With our increased dealer outlets in 1931 and the remarkable values offered by our various divisions, this year should show an even stronger position for Chrysler exports."

ABSENTOS BOAT.

Fire-Proof Saloons

Three of the most important motor manufacturing concerns in Britain are carrying out private tests of an entirely new type of motor body made of asbestos, specially good for the tropics, because these are heat resisting.

If these experiments prove successful—and they have now reached an advanced stage—they may have far-reaching effects on the design and manufacture of motor coachwork.

This new development will be watched with the keenest interest by all car owners, for bodywork has become of prime importance in the buying and selling of motor-vehicles.

One of them looked like any well-finished modern coachwork. The paintwork was, if anything, more smooth and glossy than that on the average car body.

The roof of a saloon car lay on the floor. It was possible to lift this without the least effort. The complete body looked substantial.

B.S.A.

THE MARK OF SAFEGUARD TO YOUR Motor Cycles & Bicycles.

Apply to the Agents

SINCERE'S

AUTO BUS.

Pushing Development in Philippines.

A few years ago the principal municipalities in the Philippines were located on rivers or places which had natural seaports and while there were a number of well defined, and in many cases well located roads, they were so poorly maintained that communication between the various cities was only possible during certain seasons of the year.

The only other outlet for products from the various provinces was the railroad which connected Manila with Dagupan and Manila with Calamba. As might be expected the provinces directly affected by the railroad became large producers of various products, while other interior lands equally fertile and fully as well adapted for the same products, remained uncultivated and unsettled. The only means of transportation then, which could be relied on, was the boat for the seaport and river-towns and horse-drawn vehicles during certain portions of the year, for the towns not located on the railroad. About 1906, there was an agitation for a system of roads and bridges to be located and maintained in such a way that there would be communication between the various provinces and municipalities during any season of the year. As we know this system of roads so far materialized that practically all the islands have their principal cities connected by roads excellently located and maintained. This has caused the rapid development and colonisation of many hectares of land which heretofore had been uncultivated and in fact unclaimed.

First Autos In 1906.

With the extension of the road system, the rapid development of the municipalities and the increased cultivation of the land, it was necessary to secure a means of communication more rapid than the horse-drawn vehicles and more frequent and reliable than the various boats which made the connection to the principal seaport of Manila. About 1906, the first automobiles were delivered to the islands, but as the roads were only passable for very short distances there was no great increase in the motor transportation before 1910 or 1911, and at that time it was principally in the Manila district. About 1911 certain of the people who had developed water transportation connections, first tried the use of passenger buses between some of the larger municipalities. While this showed a substantial growth for a number of years it did not show a remarkable development in the service which it rendered. Competition was practically uncontrolled and in most cases the competing companies had made their rates so low and competition was so keen that neither the operating companies nor the public received very much benefit. With the passing of the Public Utility Act, Philippine Legislature Bill No. 3108, which granted a franchise to any company who would and could maintain regular traffic with reliable equipment over certain prescribed routes and prohibited competing vehicles from operating on the same routes, the use of facilities became popular and generally used not only in the transportation of passengers but in the development of the interior towns.

Remarkable Development.

New municipalities have been established, vacant land cultivate and the various products increased to a remarkable extent. Throughout the islands many applications were made and franchise granted which at the beginning had permits for 1 to 3 trucks, and which have now expanded to such an extent that several of the large transportation companies have equipment consisting of 100 to 150 trucks operating on fixed schedules and carrying thousands of passengers daily between the municipalities. One of the large companies carried in excess of 7,000,000 passengers last year. Although the railroad has been extended so that the lines now pass through many sections of the country, they have not been able to compete with the trucks in the transportation of passengers. The advent of the motor bus was a solution to the transportation business. Heretofore only railroads furnished rapid and dependable communication but the cost of installation and upkeep made this available for very few sections—the completion of the new roads, connecting the municipalities and the application of the motor truck to passenger traffic furnished a fast, dependable economic vehicle, which is now in use in every province over practically every road.

The auto bus, furnishing an economical, convenient and flexible form of transportation, together with the excellent system of well maintained roads is responsible for the prosperous and constantly enlarging barrios and municipalities. These transportation developments, are now a part of the economic development and could not be removed without demoralising the industrial as well as the domestic life of the various provinces.

While companies for freight and passenger service are increasing daily, it is only the well managed, well maintained ones that succeed. As to the merits of the individual truck the operator only can tell.

The main thing to consider is that the auto bus is the leading factor in developing the rural district and their use should be fostered for the increased benefit of all concerned. The average company are real benefactors to any community being the real connecting link between the rural district and the municipalities.

One has only to visit any of the provincial districts to note the improvements which line every improved road. Districts which were sparsely inhabited are gradually increasing in population and prosperity.

The motor truck while furnishing dependable communication must be protected—ungoverned competition, could within a short time completely demoralise the excellent systems which we now have, after which we would again be at the mercy of the unscrupulous.

Expansion of the present existing lines with proper control of competition will insure the travelling public of dependable transportation at a reasonable cost, and will further insure the continued growth and prosperity of the outlying districts, which depend upon these established lines for the connection with the larger district land and corporation laws prevent any large increased use of idle agricultural lands.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

GRUELLING RUN.

Whippet Battles Snow, Mud and Mist.

Dick King, an early South African settler, won fame by riding the 600 miles from Durban to Grahamstown in nine days to save his companions from death. That was in 1842. To-day, there is no dangerous wild game left; there are easy means of crossing the river, but the trip is still gruelling if one tries to do it under the conditions met by a party of Durban enthusiasts who set out to emulate Dick King in a Whippet sedan a short time ago.

It was the idea of Mr. Lance Walsh, a member of the Durban firm of H. J. Walsh & Co. (Pty) Ltd., the Natal distributors for Willys-Overland, who, accompanied by two well known Press representatives, left one Friday evening at 7 p.m. and arrived back, after 1,118 miles, at 9.30 on the following Monday night.

The Dardenelles Road out of Durban proved a bad start, since it was covered with deep mud after the heavy rains, but the little Whippet sedan tackled it steadily and easily. At Thornville, going was much better, but the road was missed once, resulting in a forty-mile detour into wild country.

After Umtata, a fierce gale made going hard and the party was glad of the cosiness of the car.

After a three-hour stay at Grahamstown the homeward trip began. Local folk advised that chains should not be used as the road was hard, but a hair-raising, skidding descent of Batho Hill proved this to be wrong and the job of fixing chains on a freezing night, in pouring rain had to be undertaken on the open road.

Between Grahamstown and Kingwilliamstown several derelicts were passed. One had a broken axle and the rest had skidded into ditches. The road, though perfect in dry weather, had become a skating rink.

Leaving Kingwilliamstown in the early morning of Sunday, the way was missed again, resulting in more extra mileage. Through Komgha to Zig-Zag it was a matter of slithering, batting and sliding up and down hills. A long struggle through heavy mud brought the gallant little Whippet to Butterworth. To rain was now added the discomfort of another gale.

A Heavy Mist.

From Butterworth to Idutywa the road proved a quagmire, but rain and mud seemed to make no difference to the Whippet's steady purr. Mud—deep mud—was the rule all the way to the Bashee River.

Beyond Kokstad, the road looked fairly dry, but a heavy mist, accompanied by rain, enveloped the Whippet on the mountain top. Progress was impossible, and there was nothing for it but to wait. It was an hour and a half before the party, now thoroughly frozen, could carry on.

The rain changed to sleet, and the sleet to snow. Darkness had come, and the lights shone on a white blanket. It was hopeless to drive on, so the party decided to spend the night on the spot. Even with every window closed, the cold made sleep out of the question. The snow fell heavily all night.

In the morning, a strenuous battle through white drifts won the Whippet through to Mount Ayliff, where the party met another carload held up by snow.

The run to Maritzburg was a pleasant contrast. The snow was left behind, the sun shone and roads were dry. Chains were discarded for the first time since leaving Grahamstown. Maritzburg was reached at 6 p.m. and Durban at 9.50.

The South African Press paid tribute to the wonderful performance of the Whippet in making this gruelling run of 1,118 miles in such good time without the slightest sign of trouble.

NEW RACING BOAT.

Miss Betty Carstairs, the well-known woman speedboat pilot, has just built at her private yard at Cowes, a remarkable new racing hydroplane to compete against the Americans at the Southampton Motor Boat Week, beginning on July 18.

According to The Motor Boat, "Newg II," as the new craft is named, is 21 feet long with a beam of 5 feet 4½ inches. The engine is an eight-cylinder 5½-litre Gray unit developing 145 b.h.p. and the power is transmitted to the propeller through an epicyclic gearbox and a forward vee drive. Dual rudders are fitted, one forward and the other aft in the usual position, and these are interconnected so that they operate in unison. The engine is protected from flying spray by a deep coaming and a canvas cover on light spreaders, which will also serve as a partial cover to the occupants of the aft cockpit.

Two boats are also being built at Southampton to compete in this important race, one being for Mr. H. Scott-Paine, the present holder, and the other for Mr. White. It is probable that the Americans will send three boats over from the States to make a determined attempt to regain the trophy.

(Continued at foot of preceding Column.)

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
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OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

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NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel 27767.

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GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56286.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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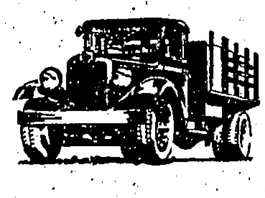
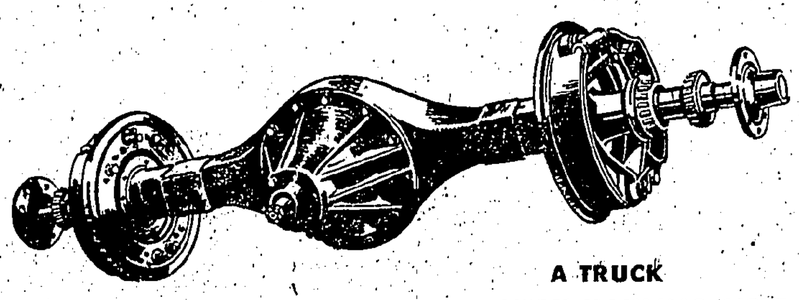
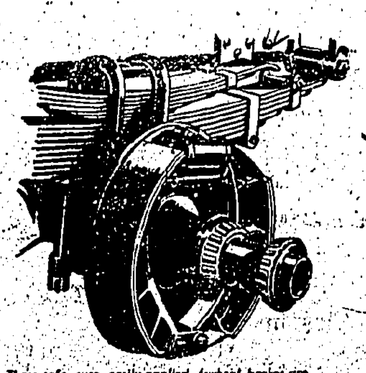




With this, rugged, high quality, full-floating rear axle, shafts transmit power solely—and may be quickly replaced without removal of wheels or use of jack.



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A TRUCK FOR EVERY HAULING NEED

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There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.

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CHARGE OF THE LIGHT BRIGADE

A Picture Any MAN Should See
Servicemen in Uniform 55 cents to Upper Circle
and Back Stalls at any show.

Following this British super-production there will follow a list of latest productions.

TABU:—A Paramount super-production just released. It's a picture of exquisite tropical beauty, the last work of that master of the screen, Murnau, director of "The Last Laugh," introducing a story of the South Seas, made with a native cast. It concludes with a veritable screen poem of tragedy.

PHANTOM of the OPERA:—A Universal 1931 Special. A mysterious "Talkie" with every player in full dialogue, except the leading man . . . . . LON CHANEY. It's the last of the man of a thousand faces in filmdom.

THE CAT CREEPS: — Universal's new production from John Willard's famous play "The Cat and the Canary."

SOCIAL LION:—A 1931 Paramount comedy starring Jack Oakie and Mary Brian.

RESURRECTION:—A Universal 1931 all dialogue super-production. It betters the silent film of the past.

DRACULA: — Another Universal super-production. Superstition of yesterday may be a fact of the world of science of to-day is explained in this picture. It's mysterious all through.

RIGHT TO LOVE:—A 1931 Paramount super-production starring the sweet Miss Ruth Chatterton.

FIGHTING CARAVANS:—A "Covered Waggon" type of picture of Paramount's starring Gary Cooper and Lily Damita.

STOLEN HEAVEN:—Nancy Carroll's best of the season.

QUEEN HIGH:—Another 1931 Paramount production.

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LESS U.S. WHEAT TO BE DUMPED ABROAD?

Stocks to be Withheld by Federal Board.

GROWERS' ANXIETY.

Washington, Yesterday.

A very important bearing on the future of wheat prices throughout the world is contained in the announcement that the Federal Farm Board will not pledge itself to withhold wheat stocks from the domestic market for another year.

It is pointed out that the Farm Board's stocks are estimated to have been 200,000,000 bushels, the release of which, while causing a fall in the domestic price, would be calculated to relieve the foreign grower's anxiety as it would lessen the probability of whole Farm Board stocks being dumped abroad.—Reuter's American Service.

STARTLING DROP IN U.S. TRADE.

$20,000,000 Decrease in Exports.

LOWEST SINCE 1914.

Washington, Yesterday.

The startling decrease in the foreign trade of the United States continues. Exports for May were valued at $41,000,000, compared with $64,000,000 for May, 1930. Imports for the same period aggregated $35,000,000, compared with $59,000,000 for 1930.

These figures are the lowest since October, 1914. For the five months ended on May 31 exports were valued at $226,000,000 compared with $356,000,000 for the same period of last year, whilst imports were valued at $187,000,000, compared with $297,000,000 for the same period in 1930.—Reuter's American Service.

BANK OF ENGLAND TO AID AUSTRIA.

Interim Advance to the National Bank.

FINANCIAL CRISIS.

London, Yesterday.

The Bank of England has stepped in to assist Austria, an official announcement stating that in anticipation of placing Austrian Treasury bonds on the Continent the Bank of England agreed to make an interim advance to the Austrian National Bank pending the successful conclusion of the negotiation for the bonds.—Reuter.

BURMA RISING.

AMNESTY FOR THOSE WHO SURRENDER.

Rangoon, Yesterday.

The Government of Burma is further attempting to terminate the rebellion, and notices are being distributed stating that all rebels surrendering, who are not leaders or have not committed murder or actively participated in serious outrages, and who fully confess and undertake not to rejoin and not to assist the rebels, will be allowed to go free.—Reuter.

POSEIDON DISASTER FUND.

Navy League's Second Subscription List.

BANK DONATES $5,000.

Following is the second list of subscriptions to the Poseidon Relief Fund sent to us for publication by the Navy League:—

H.K. & Shanghai Banking Corporation	$ 5,000
Hong Kong Share Brokers Association	1,000
R. G. Shewan	250
A. L. Shields	250
F. H. Crapnell	250
Foreign and Local Staff, National City Bank	174
Anderson Music Co., Ltd. and Staff	159
Mercantile Bank Staff	100
Bank of East Asia	100
"M. O." Taikoo Sugar Refinery	100
F. H. Taylor	100
Linstead & Davis	100
New Zealand Insurance Co., Ltd.	100
John Fleming	100
Lowe, Bingham & Matthews Manager and Staff, Gilman & Co., Ltd.	100
	90
Detachment Royal Army Pay Corps	80
G.M.S. & Staff	80
Rev. G. T. Waldegrave	50
Anonymous	50
T. M. Gregory & Co.	50
J. Krogh-Moe	50
"Jaybird"	50
A. B. Stewart	50
Justice Lindsell	50
Bishop of Victoria and Mrs. Duppuy	50
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M. H. Turner	50
Dr. R. L. Lancaster	50
A. S. Gubbay	50
China Underwriters, Ltd., Staff	36
C. Dufaure de la Prade	30
Alan Reid	30
Dr. and Mrs. J. H. Montgomery	30
Mr. and Mrs. R. V. Harris	25
C. Black	25
P. S. Cassidy	25
Hon. Dr. R. H. Kotewall	25
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A. C. Ellis	25
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Royal Hong Kong Yacht Club	25
J. Ullmann & Co.	25
H. C. Macnamara	25
A. Brostedt	25
G. M. Hemsworth	25
Capt. Coltman	20
R. H.	20
Capt. W. H. G. Goater	20
O. G. Anderson	20
"Two Friends"	20
C. E. Marshall	15
Ho Iu	15
E. L. Agassiz	15
Sale of Periodicals	12.70
"Mandaec"	10
A. B.	10
T. P. T.	10
C. H. W. Kew	10
Anonymous	10
H. P. Harris	10
S. H.	10
Hong Kong Publishing Bureau	10
C. S. H.	10
J. F.	10
H. F. G.	10
G. K. Oliver	10
Mr. and Mrs. G. A. Stimson	10
G. S. Gubbay	10
Capt. Bell	5
Mr. and Mrs. E. P. W.	5
John	5
Sirdar Khan	5
H. E.	5
Mary L. Potter	5
	$ 9,486.70
Previously acknowledged	9,739.00
	$19,225.70

IN MEMORY.

No care or sorrow filled your breast,
yours eyes discerned no fear,
You little guessed when forth you sailed, that death was lurking near.
To grasp you in her icy hand and hurl you to your doom;
Ye men of the Poseidon, in your submarine entombed.

Your vessel in full buoyancy, did cruise the China Sea,
Until there came a mighty crash, as dreadful as could be.
That sent a hole within her side,—the impact, it was great,
In less than minutes ten sank she, with all her human freight.

Down, down, went she to rest at last upon the ocean's bed,
No hope had you of succour, as the hours by you sped;
In vain did divers search the sea, your vessel to locate,
And when by chance they found her, Alas, it was too late!

Your loss is keenly felt, boys, in many a heart and home,
For sailors have great risks to run, when on the ocean's foam;
And though beneath the sea you lie, your dear ones shall be fed,
So "Rest In Peace" within your tomb, we go to seek their bread.

—R. M. GREGORY.

Kowloon June 18.

GLOOMY OUTLOOK FOR PEACE.

World Disarmament Not to Be Solved Yet.

FUTILITY OF PARLEYS.

Newhaven, Connecticut, Yesterday.

That very little will be accomplished at the forthcoming Disarmament Conference was predicted by Mr. Hugh Gibson, the United States Ambassador in Belgium, speaking at a luncheon at Yale University. He said that he did not expect that the problem of world disarmament would be solved in his lifetime.—Reuter's American Service.

Conference Next Year.

Rugby, Yesterday.

The League of Nations Secretary to-day circulated an official invitation to all States to take part in the General Disarmament Conference convened at Geneva on February 2, 1932, thus finally disposing of the recent postponement rumours.—British Wireless Service.

CHINESE SYMPATHY.

Copies of the under-noted letters have been sent to us for publication:—

China Buildings, 5th Floor.
Hong Kong,
June 15, 1931.

Sir,—On behalf of Dr. S. W. Ts'o and myself, and in the name of the Chinese community which we represent, I have the honour to tender to you as the representative of His Majesty's Navy in the Colony our heartfelt sympathy and sincere condolence in the sad loss of life occasioned by the sinking of the submarine Poseidon.

I have the honour to be,
Sir,
Your obedient servant,
(Sd.) R. H. Kotewell,

Commodore A. H. Walker,
O.B.E., R.N.,
H.M.S. Tamar,
Hong Kong.

Commodore's Office,
Hong Kong,
June 17, 1931.

Sir,—I have the honour to acknowledge the receipt of your letter of June 15 and to thank you, and Dr. S. W. Ts'o, for the very kind expression of sympathy with His Majesty's Navy on the loss of so many valuable lives in the Poseidon disaster.

I am sending copies of your letter to the Commander-in-Chief, Vice-Admiral Sir Howard Kelly, K.C.B., C.M.G., M.V.O., and to the Commanding Officer of the ill-fated vessel, as I know they, and the survivors, will be glad to receive the message of condolence from the Chinese Community of Hong Kong.

I have the honour to be,
Sir,
Your obedient servant,
(Sd.) A. H. Walker.
Commodore.

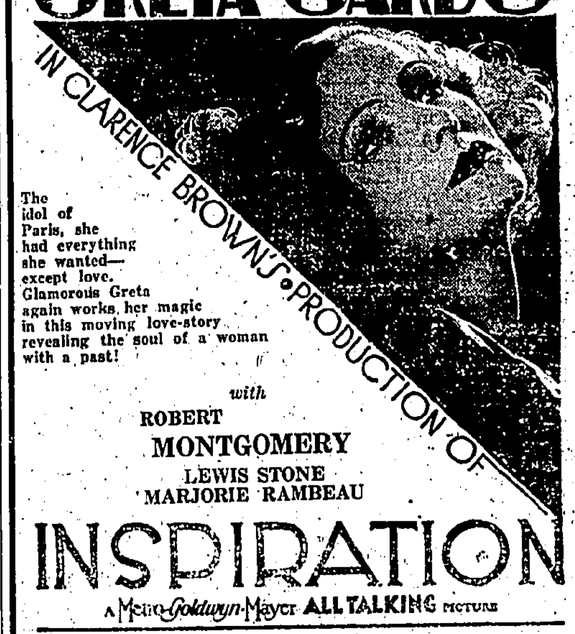
The Hon. Dr. R. H. Kotewall, C.M.G.,
c/o R. H. Kotewall & Co.,
China Bldg. (5th Floor),
Hong Kong.

Take
YATREN 105
as a prophylactic against
DYSENTERY
Obtainable of all chemists.

AMUSEMENTS of HONG KONG

AT THE QUEEN'S
TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

THE ONE AND ONLY
GRETA GARBO



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